Notice of Preparation and Initial Study

Intermodel Container Transfer Facility
Modernization and Expansion Project

ICTF Joint Powers Authority
925 Harbor Plaza
Long Beach, CA 90802

January 2009

INTERMODAL CONTAINER TRANSFER FACILITY
JOINT POWERS AUTHORITY

925 Harbor Plaza
Long Beach, CA 90802

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF PREPARATION

TO: RESPONSIBLE OR TRUSTEE AGENCY

ADDRESS (Street, City, Zip)

FROM : LEAD CITY AGENCY

Intermodal Container Transfer Facility Joint Powers Authority

ADDRESS (Street, City, Zip)

925 Harbor Plaza
Long Beach, CA 90802

► **SUBJECT:** Notice of Preparation (NOP) of a Draft Environmental Impact Report

PROJECT TITLE:

CASE

ADP#

Intermodal Container Transfer Facility (ICTF)Modernization and Expansion Project

PROJECT APPLICANT:

Union Pacific Railroad Company

The INTERMODAL CONTAINER TRANSFER FACILITY JOINT POWERS AUTHORITY would be the Lead Agency and would prepare an environmental impact report for the proposed Project identified above. We need to know the view of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed Project. Your agency would need to use the EIR prepared by this agency when considering your permit or other approval for the proposed Project

The proposed Project description, location and probable environmental effects are contained in the attached materials.

☒ A copy of the Initial Study **is** attached.

☐ A copy of the Initial Study **is not** attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Please send your response to: **Sam Joumblat, Executive Director of the ICTF JPA,** at the address of the Lead Agency as shown above. We would need the name of a contact person in your agency.

Note: If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number would be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the proposed Project, specifically on the title page of the draft and final EIR and on the Notice of Determination.

SIGNATURE	TITLE	TELEPHONE	DATE
	Executive Director	562.901.1776	January 8, 2009

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Notice of Preparation
Project Description

1.0 Introduction

The purpose of this Notice of Preparation (NOP) and Initial Study (IS) is to inform responsible and trustee agencies, public agencies, and the public that the Intermodal Container Transfer Facility (ICTF) Joint Powers Authority (JPA) will be preparing an environmental impact report (EIR) for the ICTF Modernization Project (proposed Project). The proposed Project EIR will be prepared pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code Section 21000 et seq. The JPA seeks comments from agencies and the public regarding the scope and content of this EIR. For agencies, the JPA seeks comments regarding the scope and content of environmental information that is relevant to each agency's statutory responsibilities in connection with the EIR and the various actions and activities to be evaluated in the EIR.

The ICTF JPA is a public entity created in 1983 to oversee the development of the ICTF to enhance the efficient flow of intermodal (truck and rail) cargo through the Port of Los Angeles (POLA) and the Port of Long Beach (POLB) (collectively, the "San Pedro Bay Ports" or "Ports"). The ICTF is a rail yard designed and operated by the Union Pacific Railroad Company (UP). The JPA is the local agency with jurisdiction over the ICTF and is the lead agency under CEQA for the proposed Project. The JPA is administered by a governing board and is separate and apart from the Cities of Long Beach and Los Angeles.

The San Pedro Bay Ports are the largest manmade harbor in the Western Hemisphere, serving as the largest container port in the United States and the eighth largest in the world. Essentially considered a large industrial complex, the San Pedro Bay Ports are an important hub in the international supply chain, encompassing 7,500 acres of land and water, and include: automobile, container, omni, break-bulk, and cruise ship terminals; liquid and dry bulk facilities; and extensive transportation infrastructure for moving truck and rail cargo.

The existing ICTF operational core is located within the City of Los Angeles on 148 acres of POLA property and operated by UP via a sublease from the JPA. The core parcel is supported by two adjacent parcels to the west within the City of Carson, which provide wheeled container storage and include (1) an approximately 15-acre UP-owned parcel; and (2) an approximately 74-acre Watson Land Company-owned parcel. UP leases the 74-acre Watson Land Company parcel for storage and handling of freight, cargo containers, and truck chassis in conjunction with the ICTF operations. The ICTF operates in conjunction with the UP's Dolores Rail yard located to the west of the ICTF along Alameda Street within the City of Carson.

1.1 Project Summary and Overview

The proposed Project is known as the ICTF Expansion and Modernization Project. The ICTF is a rail yard operated by the UP that currently transfers containerized cargo from the terminals of the Ports to trains for distribution throughout the United States, and transfers cargo to the Ports from locations throughout the United States for export abroad.

The proposed Project would increase the number of containers handled at the ICTF from the current annual average of 725,000 to an estimated 1.5 million annual average. In addition, the proposed Project would modernize existing equipment and rail yard operation methods by replacing the existing diesel-fueled rubber tired gantry (RTG) cranes with electric-powered wide-span gantry (WSG) cranes, which can service several loading tracks and shuttle containers between container stacks and adjacent loading tracks more efficiently than existing equipment. In order to accommodate the WSG cranes, the existing yard tracks must be reconfigured and new tracks added.

1.2 Project Background

Between 1982 and 1986, POLA, POLB, and Southern Pacific Transportation Company (acquired by UP in 1996) jointly developed and bond-financed the ICTF through a public-private partnership. As part of the partnership, POLA issued a permit to the ICTF JPA granting the JPA the right to use the premises for the ICTF. In turn, the JPA sub-leased its interest in the premises to Southern Pacific. As successor-in-interest to Southern Pacific, UP now owns and operates both the sub-lease estate and the facilities located at the ICTF, which comprises approximately 148 acres. In addition, ICTF operations are also conducted on 74 acres of adjacent property that UP leases from Watson Land Company, as well as another adjacent 15 acres that UP owns. The ICTF was specifically designed to provide near-dock infrastructure required to handle the rapidly growing international container shipping demand and to enhance the flow of container traffic through the POLA and the POLB.

1.3 Proposed Project Goals

Project goals included the following elements:

- Reduce emissions at the ICTF by replacing diesel-powered equipment with electric-powered equipment;
- Provide additional near-dock rail capacity and container throughput by increasing operation efficiencies consistent with the Ports' Rail Master Plan Study and minimize surface transportation congestion and/or delays;
- Provide enhanced cargo security through new technologies, including biometrics; and,

- Continue to promote the direct transfer of cargo from port to rail with minimal surface transportation congestion and/or delays.

Project goals will be further defined in the Draft EIR.

1.4 Project Location

The ICTF is located approximately 5 miles from the POLA and the POLB at the terminus of State Highway 103, known as the "Terminal Island Freeway" (see Figures 1 and 2). The ICTF's operational core is located on 148 acres of POLA land sub-leased by UP from the JPA within the City of Los Angeles. The ICTF covers a narrow area between East Sepulveda Boulevard and East 233rd Street, just south of the I-405 freeway. The ICTF operates in conjunction with the UP's Dolores Rail yard, located west of the ICTF within the City of Carson. The main portion of the Dolores Rail yard covers a narrow area approximately one-half mile in length along the Alameda Corridor, connected to the ICTF with a series of parallel tracks approximately 1.4 miles long on the north end and 0.9 mile long on the south end.

The core ICTF operation is supported by two adjacent parcels to the west, both located within the City of Carson. The adjacent parcels include an approximately 15-acre parcel owned by UP, and an approximately 74-acre parcel owned by the Watson Land Company. UP leases the Watson Land Company parcel for storage and handling of freight and cargo containers and truck chassis in conjunction with ICTF operations.

Land uses surrounding the ICTF are primarily heavy industrial and designated as "Manufacturing, Heavy" by the City of Carson and "Heavy Industrial" by the City and POLA. In addition, medium-density residential areas are located to the east of the ICTF within the City of Long Beach. Surrounding land uses include the following:

- ***North:*** East 223rd Street and the I-405. Heavy industrial land uses extend beyond these roadways.

- ***Northeast:*** Medium-density, single-family residential neighborhoods exist on Hesperian Avenue and East 223rd Street in the City of Long Beach.

- ***East:*** Land owned by Southern California Edison (SCE), containing nursery plants, located to the north and south of an SCE substation, is farmed under high-voltage transmission power lines associated with the SCE substation. A nursery plant truck loading facility also exists to the south of the SCE substation. Land uses including single family dwellings, mobile homes, apartments and schools within the City of Long Beach are located east of the ICTF and SCE properties.

- ***South:*** East Sepulveda Boulevard is located directly south of the ICTF. The Terminal Island Freeway is located to the southeast of the ICTF. Industrial uses, including a storage tank facility, warehousing, container storage, and truck trailer parking and servicing are located further to the south. Medium density residential areas are located to the east of the Terminal Island Freeway within the City of Long Beach.

- Also to the south, BNSF Railway has submitted an application to the POLA to develop a property to the south of the ICTF for a new rail loading and unloading facility with operations similar to those at ICTF. This proposed project, referred to as the Southern California International Gateway (SCIG) is in the environmental review process.

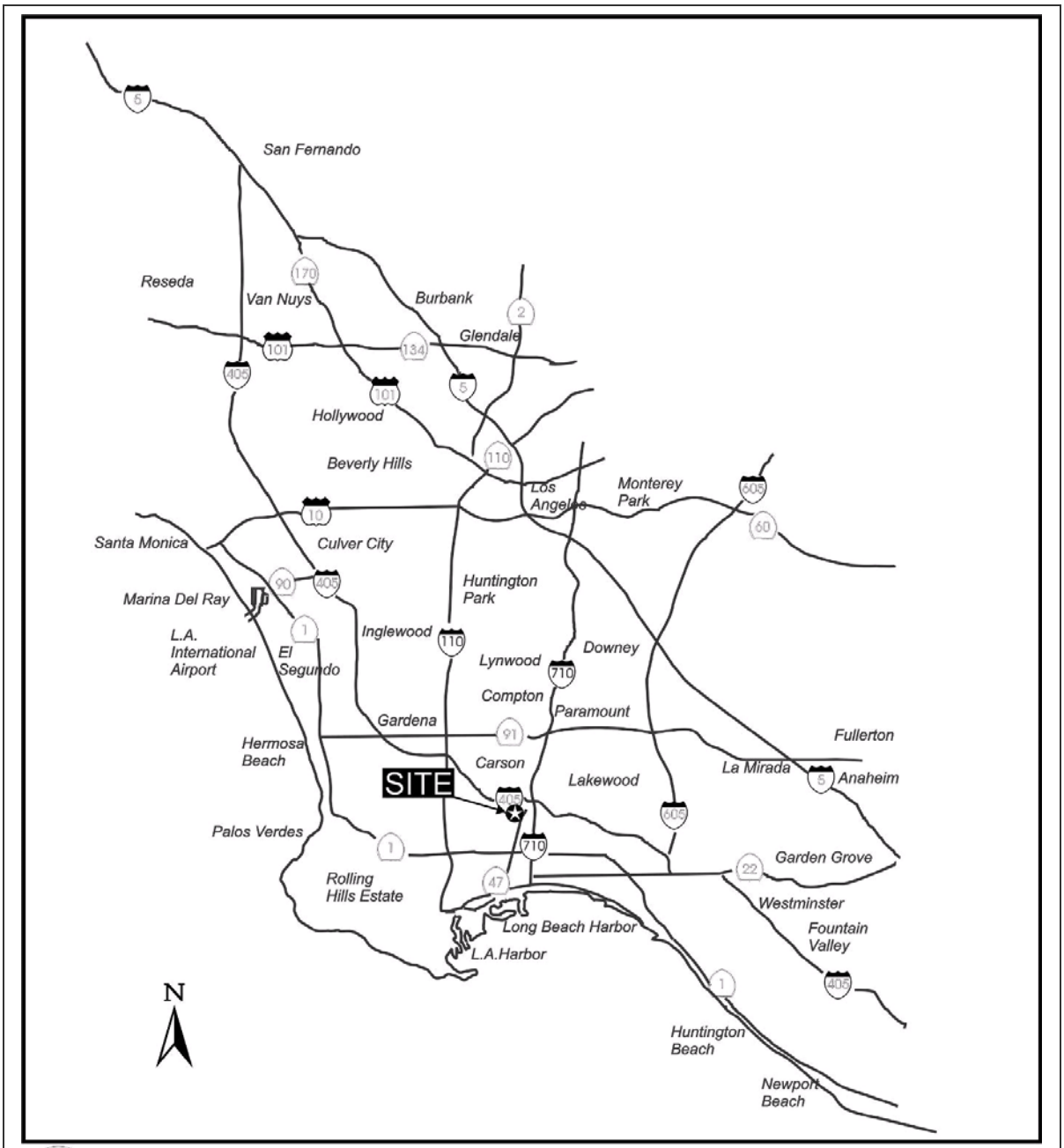
- West: A vacant structure, formerly housing a gun club, is located on the far west side of the Watson Land Company property, adjacent to Alameda Street within the City of Carson. The Watson Land Company parcel and the Desser parcel, located immediately to its north, are largely underlain by a former organic refuse landfill. The Watson Land Company parcel is currently used for the storage and handling of cargo containers and truck chassis to support ICTF operations.

1.5 ICTF Proposed Project Details

The proposed Project would increase the capacity to handle containers at the ICTF from the current annual average of 725,000 to an estimated 1.5 million annual average by modernizing existing equipment and equipment operating methods. The truck traffic is currently estimated to be about 1.1 million one-way truck trips per year, and the proposed Project will increase the number of truck trips to about 2.268 million one-way truck trips per year. In addition, the proposed Project will increase the number of annual rail trips from 4,745 to about 9,490. The proposed Project would increase container-handling capacity by reconfiguring existing and adding new train tracks within the ICTF, and replacing the existing diesel-fueled rubber tired gantry (RTG) cranes with electric-powered wide-span gantry (WSG) cranes. These electric WSG cranes can service several loading tracks and shuttle containers between container stacks and adjacent loading tracks more efficiently than existing equipment, while reducing air emissions associated with the use of diesel fuel. A plot plan of the existing ICTF is shown in Figure 3. Figure 4 shows the proposed Project plot plan. As with the existing operation, the ICTF would continue to operate 24 hours per day, seven days per week. A summary of the existing ICTF operations and the proposed Project modifications is provided in Table 1.

Trucks transporting containers (referred to as drayage trucks) currently enter and exit the ICTF via the Sepulveda Boulevard Gate. The existing gate at the northern 223rd Street Facility boundary would continue to be used for emergency ingress and egress only. The proposed Project would alter traffic flow into the ICTF to create a one-way flow of truck traffic

within the ICTF. A new gate is proposed at Alameda Street to be used by trucks for entrance (only) to the ICTF. Truck traffic exiting the ICTF would continue to use Sepulveda Boulevard, through a reconfigured gate.



Environmental Audit, Inc.

ICTF REGIONAL MAP

Project No. 2606 Figure 1

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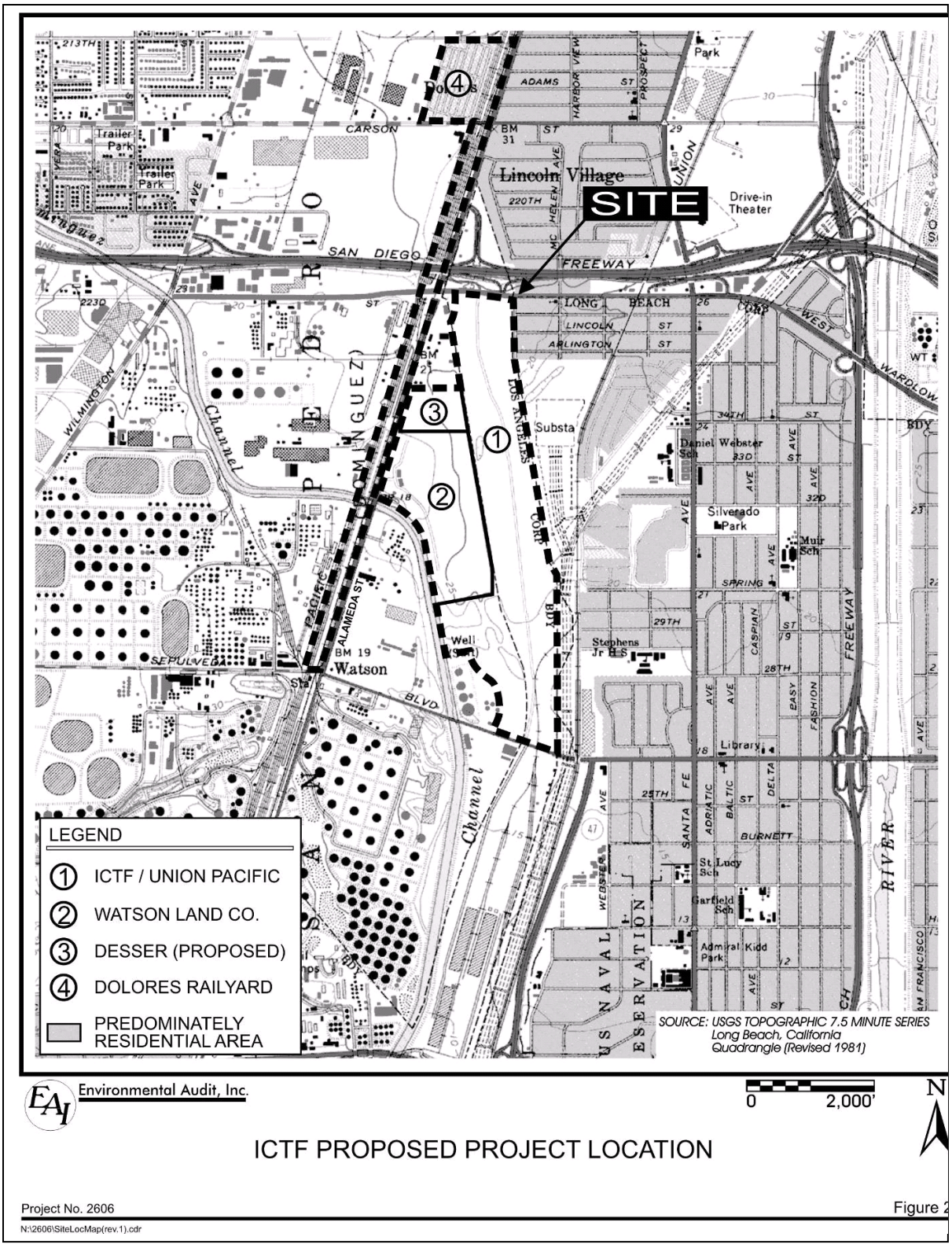
SITE
LEGEND
① ICTF / UNION PACIFIC
② WATSON LAND CO.
③ DESSER (PROPOSED)
④ DOLORES RAILYARD
PREDOMINATELY RESIDENTIAL AREA
SOURCE: USGS TOPOGRAPHIC 7.5 MINUTE SERIES
Long Beach, California
Quadrangle (Revised 1981)
Environmental Audit, Inc.
0
2,000'
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ICTF PROPOSED PROJECT LOCATION
Project No. 2606
Figure 2
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TABLE 1
ICTF Proposed Project Summary

	Existing	Proposed Project
Project Area Gross Acres	233	177 (est., however, Project will preserve access to 74 acre Watson parcel)
Structures	Control Tower Administration Building Inspection Building Customs Office Entrance Office Terminal Contractor Building North-End Gate Emergency Supply Building Emergency Storage Area Hostler Maintenance Equipment Building Crane Maintenance Pad Fueling Station	No Change No Change No Change No Change No Change No Change No Change No Change Removed Removed Removed Removed Six electrical substations* Crane Parts Building and Service Center* Gate house including offices, restrooms, canopies* Alternative Fuels Station*
Railroad Tracks	6 loading, 1 support	12 loading
Yard Hostlers (diesel-fueled)	73	2 (non-diesel)
RTG Crane (diesel-fueled)	10	0
WSG Crane (electric-powered)	0	39
Sideloaders (incl. piggy-packers, top picks and Reach Stackers)	3	1
Annual One-Way Truck Trips	1,087,086	2,268,000
Annual Rail Trips	4,745	9,490
Total Number of Access Gates	1	2
Light Poles	60 100-foot poles	160 40- to 60-foot poles
Fuel Tanks	20,000 gallon diesel storage tank 1,000 gallon gasoline storage tank	1,000 gallon alternative fuel tank

* New Structures

1.5.1 Rail Yard Operations

The ICTF currently receives inbound trains from the Ports and other distribution facilities throughout the United States, loads and unloads intermodal trains, stores intermodal containers and chassis, assembles and ships outbound trains, and repairs freight cars and intermodal containers/chassis.

UP performs train switching operations at the adjacent Dolores Yard, which is located between Alameda Street and the Alameda Corridor. The Dolores Yard is used to park trains until they can be brought into the ICTF or until a full train is built and ready to depart. UP operates switcher locomotives within the Dolores Yard and ICTF to support these activities. The Dolores Yard is also used to store, service, inspect and fuel locomotive engines that are used at ICTF.

The ICTF is not long enough to build or store a unit train (train with a single destination), or to store arriving trains carrying containers to the Ports. Arriving trains enter the ICTF from the Dolores Yard via the 223rd Street Bridge and grade separation. Arriving trains are split and held at Dolores, and departing trains are assembled in the Dolores Yard. In addition, smaller trains coming from the on-dock Port facilities or out of the ICTF must be assembled in the Dolores Yard before departing.

The proposed Project does not include physical modifications to the Dolores Yard. However, the Dolores Yard will handle additional ICTF trains and would result in an increase in trains handled at Dolores and other local rail yards. The proposed Project is not expected to alter the movement of trains to and from the ICTF. However, the proposed Project will add six additional tracks within the ICTF and will increase the annual number of rail trips from 4,745 to about 9,490.

1.5.2 Cranes/Lift Equipment

The proposed Project currently includes adding 39 WSG electric cranes configured into three sets or modules each serving four rail loading tracks. New electric WSG crane loading tracks would be constructed in the east electric WSG crane module, leaving existing tracks 801 and 802 in place (see Figure 3). Two additional tracks would be constructed west of existing track 802 to complete the first electric WSG crane module. The second electric WSG crane module includes realignment of existing track 809 to the east; the existing track 810 would remain in place. Construction of two new tracks west of existing track 810 would complete the center electric WSG crane module. The westerly electric WSG crane module would not align with existing railroad track, but includes four new loading tracks constructed just west of the center electric WSG crane module, creating a back-to-back or mirrored electric WSG crane configuration.

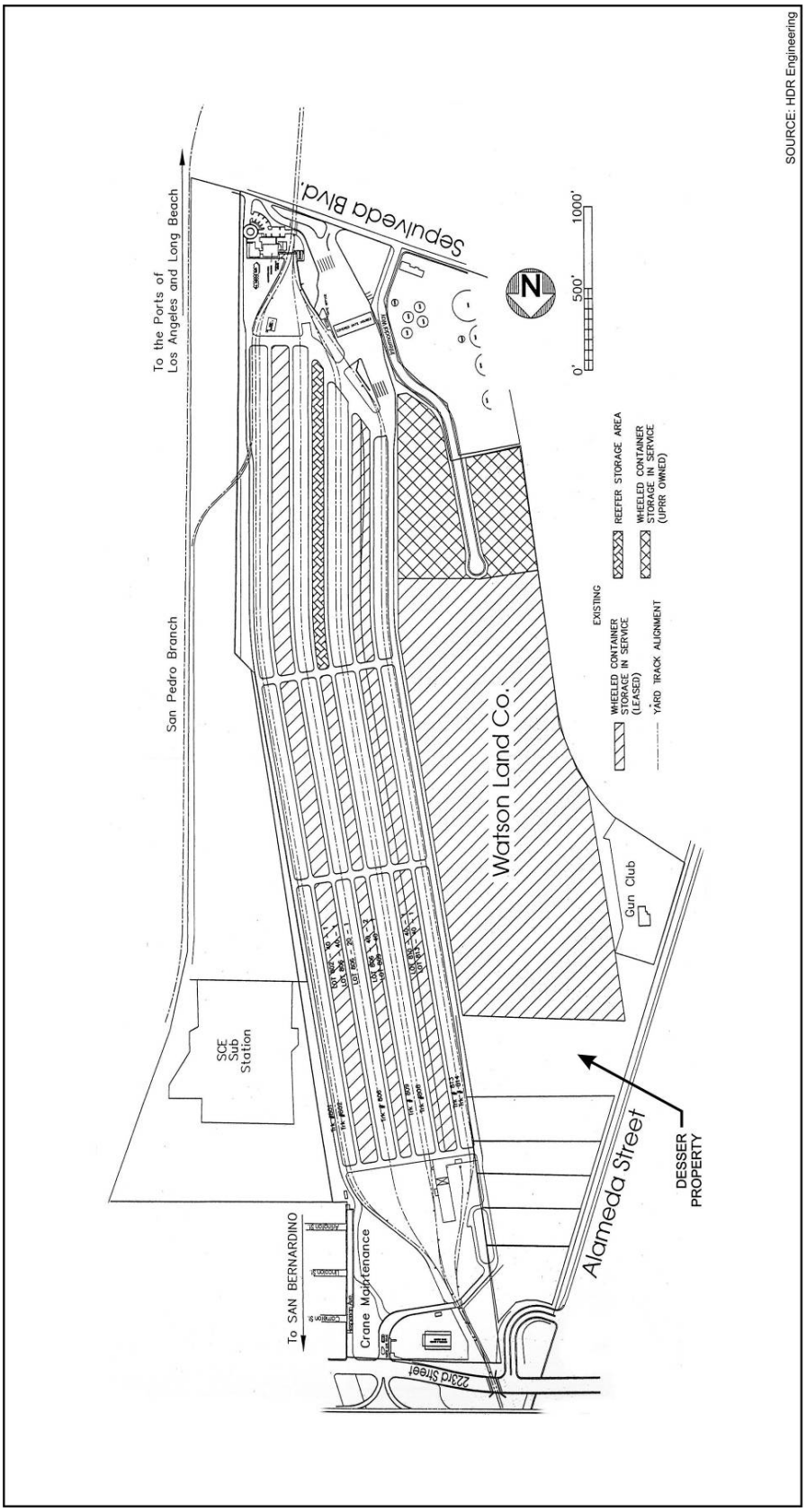


Figure 3

EXISTING SITE PLAN
ICTF PROPOSED PROJECT

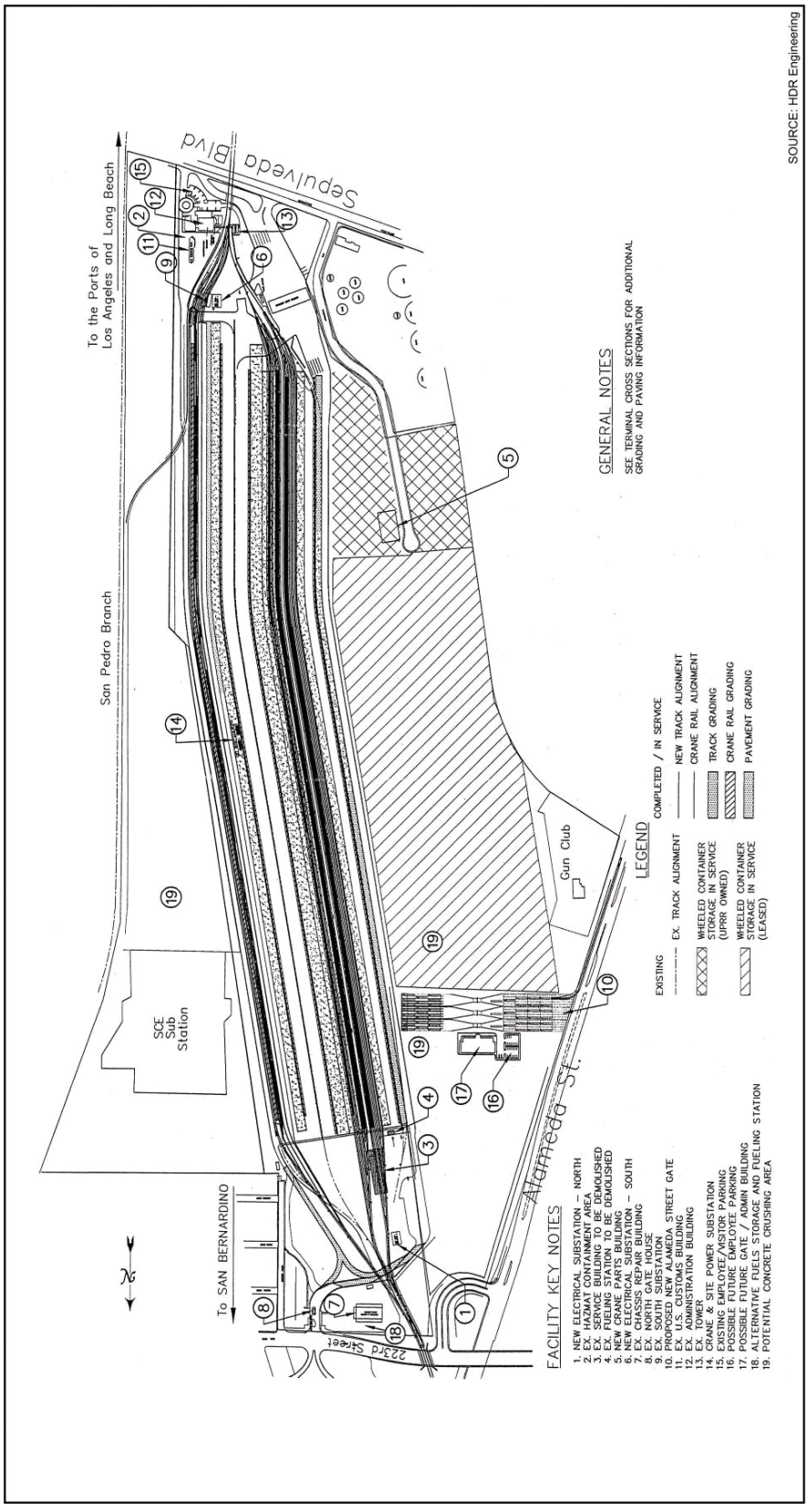
Project No. 2606

Additional railroad track would be constructed in the easterly two-thirds of the ICTF site (see Figure 4). Track turnouts would be closer together in the ladder area, and aisle crossings at the north and south end would require the fabrication and installation of welded steel crossing panels.

Adding track would require partial reconstruction of the north and south lead tracks (see Figure 4). A total of 20 new turnouts (to permit a train to cross from one line to another) would be constructed to reconstruct the ladder and leads used to separate railroad cars onto one of several tracks. The new electric WSG cranes will transfer containers between trucks and the stacking area, as well as between adjacent stacking areas. In addition, this design eliminates the need for 71 of the 73 existing diesel-fueled yard hostlers. The two remaining yard hostlers would use an alternative non-diesel fuel source, such as biodiesel, propane or liquefied natural gas (LNG).

Replacing existing diesel-fueled RTG cranes with electric WSG cranes and reconfiguring the tracks to accommodate these WSG cranes are the central proposed Project components that would allow container throughput to increase from an annual average of 725,000 to 1,500,000, and significantly reduce diesel fuel related emissions.

The WSG cranes would allow containers to be stacked higher than the current configuration. The replacement of wheeled-crane parking operations with container stacking reduces the area required for container storage, which would allow the ICTF to accommodate the increase in overall container storage and throughput while reducing adverse air quality impacts. Also, the efficiency of the electric WSG cranes is expected to reduce the area required for truck chassis and container storage. As a result, the 74 acres that UP currently leases from the Watson Land Company is not expected to be needed for storage and handling of freight and cargo containers. Nevertheless, UP is proposing to keep the leased Watson Land Company parcel for possible other related ICTF uses. Currently, however, no new development or activity is included on the Watson Land Company parcel as part of the proposed Project.



PROPOSED SITE PLAN
ICTF PROPOSED PROJECT

Figure 4

Project No. 2606
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1.5.3 Truck Loading

Truck loading and unloading would occur in a truck aisle where vehicles would pull through 45-degree angled stalls. The electric WSG crane slewing (rotating) capability allows containers to be lifted off trucks from any angle and placed in the desired orientation on a platform. Containers not placed on trains or tracks will be stacked.

A new Terminal Operating System (TOS) is proposed to manage the stacking and movement of containers to their train or truck destinations in a timely manner. The TOS would upgrade the existing Optimization Alternatives Strategic Intermodal Scheduler (OASIS) system used to control and track inventory at the ICTF, and would manage trucker appointments, shuttling of containers between modules, and lift operations. Due to the electric WSG crane spacing, the TOS would continuously update service call orders to the crane operators so that the truck, train, and stack service orders would move containers more expeditiously between trucks, trains, and container stacks, increasing the overall ICTF operation efficiency and reducing truck loading/unloading times.

1.5.4 Access and Circulation of Truck Traffic

A paved roadway system would be built to allow truck movements and container loading under the electric WSG cranes. Trucks would follow a prescribed route dictating one-way circulation flow between crane modules to avoid disruptive and inefficient movements. Existing pavement would remain in place where practical.

1.5.5 Structures

Presently, all existing structures are proposed to be retained, with the exception of the service building and the fueling station. The proposed Project includes the following new structures:

- •Crane Repair/Parts Storage Building located at the terminus of Intermodal Way. This building would function as a structure to repair cranes and store parts associated with those cranes.

- Alameda Street Gate including gate house, offices, restrooms, and canopies will serve as the new and only truck entrance into ICTF via Alameda Street. The gate house conceptual building would function as an administrative building with associated employee facilities parking.

1.5.6 Storm Drainage

The proposed Project would modify the existing ICTF storm drainage system. The existing 78-inch reinforced concrete main that runs from east to west in the approximate center of the ICTF and drains to the Dominguez Channel would continue to collect stormwater runoff. The proposed storm drainage system would

include a series of sloped, cast-in-place trench drains, or catch basins and curb inlets, constructed along new tracks. New storm drainage improvements will be designed to be consistent with the ICTF's existing Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSUMP), as required under its existing National Pollutant Discharge Elimination System (NPDES) permit.

1.5.7 Lighting

The proposed Project design includes the removal of over 60, 80 to 85-feet tall, high-mounted light poles, and the installation of approximately 160 poles that are 60 feet and 40 feet in height. Similar to procedures used for standard street lighting, proposed fixture spacing of approximately 100-feet would allow the electric WSG cranes to operate above the top of the poles and luminaries, while still allowing illumination at a 2- to 3-foot candle level. Selection of a final electric WSG crane configuration design would determine lighting height, spacing, and other specifications. The new fixtures, similar to those presently used at the ICTF, would be hooded to direct light downward within the ICTF and away from surrounding properties.

1.5.8 Electricity Supply

The proposed Project is expected to require a peak demand of 30 megawatts (MW) of electrical power. The actual peak demand would be dependent on the number of electric WSG cranes, reefer container receptacles, and lights that are in use at any given time. The Los Angeles Department of Water and Power (LADWP) would provide power from a primary power feed on the south side of the ICTF. LADWP or SCE would provide secondary power from a feed on the north side of the ICTF. Each utility feed would provide an estimated 34,500 volts. Each utility feed would connect to a transformer, which would step down the voltage to 12,000 volts for distribution throughout the ICTF.

Each of the six proposed electrical substations would serve one-half of the cranes in each WSG crane module. Selected substations would serve reefer container receptacles and yard lights. The power distribution system would be placed downstream of the substations in trenches running the length of the ICTF. These trenches would house conduits, power cables, and communication cables for the electric WSG cranes. The electric WSG cranes would be linked to a data communication network with fiber optic cables imbedded in each cable reel. Substation equipment for the crane power system would require between 5,000 to 10,000 square feet.

1.5.9 Fuels

The proposed Project would eliminate the need for onsite diesel and gasoline fueling facilities. As a result, the existing 20,000-gallon above-ground diesel storage tank

and the 1,000-gallon above-ground unleaded gasoline storage tank would be removed. Potential fuels to be used for the two remaining yard hostlers include biodiesel, propane or LNG. A new tank for storage of biodiesel or alternative non-diesel fuels would be installed. The new tank would include all required secondary containment infrastructure.

The currently proposed location for the new fueling facility and storage tank is near the west wall of the existing chassis repair building in the northern area of the existing ICTF footprint. The tank and fueling facility installation would comply with all federal, state, and local requirements.

A 2-week to 1-month supply of alternative fuel or biodiesel is expected to be stored and dispensed at the ICTF. Fuel deliveries would be undertaken by certified handlers via approved routes. Conservative estimates for biodiesel or alternative fuel volumes are as follows:

- If biodiesel is used, an above-ground, 500-gallon capacity fuel tank with required secondary containment would be constructed. The tank would be mounted on saddles fixed on a concrete pad near the fuel dispenser.

- If propane or LNG is used, an above-ground, 1,000-gallon capacity dispenser tank with required secondary containment would be constructed. The tank would be mounted on a concrete pad.

Project design requires that the fueling of yard trucks (i.e., small rail yard service and personnel trucks) would occur outside of the ICTF at local gas stations in the vicinity of the ICTF. No gasoline or diesel fuel storage would be required or would occur within the ICTF. Any remaining diesel-fueled equipment (such as the top pick) would be fueled, as needed, directly from a fuel delivery truck that would come onto the ICTF periodically for that purpose. Locomotives would continue to be fueled at the Dolores Rail yard. Existing privately-owned pipeline corridors along the southeastern and southern project boundaries would not be disturbed as part of the proposed Project. No other pipelines would be impacted.

1.5.10 Water and Sewer

Existing LADWP drinking water and wastewater disposal services would continue after completion of the proposed Project. New drinking water lines, fire suppression utilities (pipes, valves, hydrants, etc.), and sewer lines serving new buildings and equipment would be linked with existing infrastructure.

1.5.11 Pressurized Air

New air compressors and new air pits are proposed to be constructed to provide adequate air pressure and outlets for proposed additional tracks and trains. The

need to retrofit the existing compressed air system would be evaluated if main air pipes require replacement.

1.5.12 Construction Activities

The proposed Project is expected to be constructed over multiple stages, beginning on the east side of the ICTF, while maintaining the number of operational loading tracks at current levels throughout the construction period. Construction of the proposed Project is estimated to take 3 to 4 years for completion.

New loading track construction would progress in pairs from east to west, beginning with construction of new loading tracks 803 and 804 on the eastern ICTF boundary. As new loading tracks are completed and placed into service, the next pair of tracks would be constructed. Each construction stage would take approximately 4 to 6 months.

The operating methods are proposed to be modified to make existing tracks 801 and 802 available to swap lift operations between tracks and to shift associated truck traffic to opposing sides of the tracks. This flexibility, in conjunction with adding the new track 4 in Stage 1, provides a means of completing the east electric WSG module as the first major milestone. The proposed Project would maintain current parking and container storage capacity during construction. The proposed Project requires that some early container stacking be implemented to offset lost surface stalls during construction. The staged construction sequence requires that the parking stalls be converted to container stacking. RTG cranes capable of stacking containers up to three units high and three or four wide would be used on a temporary basis during the construction period to store up to 450 stacked containers, compared with the existing 200 wheeled-parking stall configuration.

Finally, the proposed Project, if necessary, would convert a storage lot to temporary container stacking using 60-foot-wide span RTG cranes, which would be evaluated as part of construction impacts in the EIR. The storage lot is located near the existing Sepulveda Boulevard gate. Temporary asphalt-concrete runways would likely be required in this area, depending on the duration of the container stacking operations.

The various construction stages are based on a conventional 40-hour work week, with crews beginning work between 7:00 and 7:30 a.m., and ending work between 3:30 and 4:00 p.m., Monday through Friday. Peak construction periods would require the employment of between 100 to 150 construction workers. It may be necessary to extend the construction schedule described above to weekend days and/or second shift work that could include two 10-hour work shifts up to 7 days a week for shorter periods of time. However, any such weekend and/or second-shift work will comply

with all applicable city ordinances, and appropriate permits will be obtained prior to commencing such work.

1.5.13 Hazardous and Environmentally Sensitive Materials

During the course of Project operations, UP will continue to use its current procedures for the containment and cleanup of any hazardous or environmentally sensitive materials found to be leaking from container cargo, in conformance with all applicable laws.

1.6 Clean Air Action Plan and Other Regulatory Programs

The Clean Air Action Plan (CAAP) has been developed through the collaborative efforts of the Ports, the South Coast Air Quality Management District (SCAQMD), the California Air Resources Board (CARB), the U.S. Environmental Protection Agency (EPA), and other public and industry stakeholders. The CAAP includes industry-specific mitigation measures and incentive programs, including the Clean Trucks Program, to reduce air emissions and health risks associated with operations at the Ports. CAAP control measures applicable to the proposed Project are identified below:

1.6.1 HDV-1 Performance Standards for On-Road Heavy Duty Vehicles (HDV)

The control measure is focused on maximizing the reductions from frequent (7 or more calls per week) and semi-frequent (3.5 to less than 7 calls per week) caller trucks that service both Ports. This control measure sets forth the following “clean” truck definitions:

- All frequent caller trucks, and semi-frequent caller container trucks model year (MY) 1992 and older, calling at the San Pedro Bay Ports will meet or be cleaner than the EPA 2007 on-road emissions standard (0.01 grams per brake horsepower in one hour (g/bhp-hr) for PM) and the cleanest available nitrogen oxides (NOx) at time of replacement.

- Semi-frequent caller container trucks MY1993-2003 will be equipped with the maximum CARB-verified emissions reduction technologies currently available.

The measure then sets target dates by which trucks will either be replaced or retrofitted to meet the above standards. In order to accommodate this massive transformation of the existing truck fleet, Port, SCAQMD, and other public funding will be required. The program also sets forth suggested strategies to maximize the use and emissions reductions of “clean” trucks calling at both ports.

1.6.2 CHE-1 Performance Standards for Cargo Handling Equipment (CHE)

This measure sets fuel neutral purchase requirements for CHE, starting in 2007. The focus is moving the yard tractor fleet to either the cleanest available diesel or the cleanest available alternative fuel engines meeting EPA on-road 2007 or Tier IV PM and NOx standards, and for other equipment for which these engines are not available, the installation of the cleanest CARB VDECs. It also requires that by 2010, all yard tractors operating at the Ports will have the cleanest engines meeting EPA on-road 2007 or Tier IV engine standards for PM and NOx. All remaining CHE less than 750 horsepower (hp) will meet at a minimum the 2007 or Tier IV standards for PM and NOx by 2012. Finally, the measure calls for all remaining CHE greater than 750 hp to meet Tier IV standards for PM and NOx by 2014 and prior to that, be equipped with the cleanest available VDEC.

1.6.3 RL-2 - Existing Class 1 Railroad Operations

This measure effects only existing Class 1 railroad operations on Port property (SPBP-RL3 effects all new or redeveloped rail yards). The goal of this measure is to secure an agreement or Memorandum of Understanding (MOU) with the Class 1 railroads, and use other contractual mechanisms, to reduce emissions from their existing operations on Port properties that do not have a CEQA action pending in the next 5 years (i.e. new or redeveloped rail yard). This measure lays out stringent goals for switcher, helper, and long haul locomotives operating on Port properties. By 2011, all diesel-powered Class 1 switcher and helper locomotives entering Port facilities will be 90 percent controlled for PM and NOx, and will use 15-minute idle restrictors. Starting in 2012 and fully implemented by 2014, the fleet average for Class 1 long haul locomotives calling at Port properties will be Tier III equivalent (Tier 2 equipped with Diesel Particulate Filter (DPF) and Selective Catalytic Reduction (SCR) or new locomotives meeting Tier 3) PM and NOx and will use 15-minute idle restrictors. Class 1 long-haul locomotives operate on USLD while on Port properties as of the end of 2007. Technologies to get to these levels of reductions will be validated through the Technology Advancement Program.

1.6.4 RL-3 Control Measures for New and Redeveloped Rail Yards

Rail facilities include many emission-producing activities, including the operation of switching and line-haul locomotives, idling of switching and line-haul locomotives, loading and unloading of railcars by CHE, and HDVs servicing the yards. New rail facilities, or modifications to existing rail facilities located on Port property, will incorporate the cleanest locomotive technologies, meet the requirements specified in SPBP-RL2, utilize “clean” CHE and HDV, and utilize available “green-container” transport systems. A list of these technologies will be provided for project proponents to consider in developing new facilities or redeveloping existing facilities, and the measures will be formalized in lease requirements.

In addition to the CAAP, CARB and EPA have adopted regulations that require emission reductions from equipment at rail yards such as CHE, HDV, and trains. The resulting emission reductions will be attributed to these existing programs, but will not be considered benefits of the proposed Project. Those emission reductions or environmental benefits that go over and above the existing emission reduction programs will be considered benefits of the proposed Project.

1.7 Cumulative Analysis

In accordance with CEQA, the EIR will include an analysis of past, present, and reasonably foreseeable projects in the area. Included as a subset of this will be an analysis of the synergistic effects of the proposed Project and the adjacent Southern California International Gateway Project being proposed by Burlington Northern and Santa Fe (BNSF) Railroad.

1.8 Alternatives

Consistent with CEQA, the EIR will include an evaluation of a reasonable range of alternatives that would meet most of the Project objectives. In addition to the mandatory No Project Alternative, other alternatives to be evaluated for feasibility and reduction of environmental impacts will include a reduced capacity alternative, alternative locations for the facility, including the use of on-dock and inland Port facilities, alternative transportation system technology, and alternative technology delivery systems from the Port to the Project site.

Chapter Two

Environmental Checklist and Impact Analysis

1.	**Project Title**	**Intermodal Container Transfer Facility Modernization and Expansion Project**
2.	**Lead Agency Name and Address**	**Intermodal Container Transfer Facility Joint Powers Authority**
3.	**Contact Person and Phone Number**	**Mr. Sam Joumblat** 925 Harbor Plaza Long Beach, CA 90802
4.	**Project Location**	The ICTF is located approximately 5 miles from the POLA and the POLB, at the terminus of State Highway 103, known as the "Terminal Island Freeway" (see Figures 1 and 2). The existing ICTF operational core is located on 148 acres of POLA land subleased by UP from the JPA within the City of Los Angeles. Adjacent supporting uses are located in the City of Carson on approximately 15 acres UP purchased from the Watson Land Company, and another approximately 74 acres UP leases from the Watson Land Company.
5.	**Project Sponsor's Name and Address**	**Union Pacific Railroad Company** 1400 Douglas Street, Omaha, NE 68179
6.	**General Plan Designation**	**City of Carson** – Heavy Industrial; City of Long Beach – LUD-9R (Restricted Industries); POLA – General/Bulk Cargo & Commercial/Industrial Uses – Non-Hazardous.
7.	**Zoning**	**City of Carson** – Manufacturing, Heavy; City of Long Beach – Light Industrial; POLA – Heavy Industry.
8.	**Description of Project**	The proposed Project involves the expansion and modernization of the existing ICTF to increase the efficiency and capacity of the facility while reducing environmental impacts associated with the operation. The existing ICTF is a near-dock rail loading and unloading facility that facilitates the movement of container freight in and out of the POLA and the POLB (collectively referred to as "the Ports")by rail. A more detailed description of the proposed Project and its location is provided in Chapter 1.

9.	**Surrounding Land Uses and Setting**	Land uses surrounding the ICTF are primarily heavy industrial and designated as "Manufacturing, Heavy" by the City of Carson and "Heavy Industrial" by the City and POLA. Properties adjacent to the existing ICTF include: a major freeway and residential area to the north; industrial refining facilities, container and trailer parking and servicing facilities, a rail yard and the Alameda Corridor to the west; refining facilities, warehousing container, and trailer parking and servicing facilities to the south; and multi-family residential land uses, including schools, churches to the east in the City of Long Beach. BNSF Railway has submitted an application to the POLA to develop the property to the south of the ICTF for the Southern California International Gateway (SCIG), a new rail loading and unloading facility with operations similar to those of the ICTF.
10.	**Other Public Agencies whose Approval Is Required**	City of Long Beach, CA; City of Carson, CA; California Regional Water Quality Control Board (RWQCB); Los Angeles County Flood Control District.

2.0 Evaluation of Proposed Project

The environmental factors checked below would potentially be affected by this Project (i.e., the Project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

☑ Aesthetics	❒ Agricultural Resources	☑ Air Quality
❒ Biological Resources	❒ Cultural Resources	❒ Geology/Soils
☑ Hazards and Hazardous Materials	☑ Hydrology/Water Quality	❒ Land Use/Planning
❒ Mineral Resources	☑ Noise	❒ Population/ Housing
❒ Public Services	❒ Recreation	☑ Transportation/ Traffic
☑ Utilities/Service Systems	☑ Mandatory Findings of Significance	

Determination:

On the basis of this initial evaluation:

❒ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

❒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☑ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

❒ I find that the proposed Project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

❒ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

January 8, 2009

Date

2.1 Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to a Project like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on Project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).

2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as Project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where earlier analyses are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

(c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to the environmental effects of a Project in whatever format is selected.

The explanation of each issue should identify:

(a) The significance criteria or threshold, if any, used to evaluate each question.

(b) The mitigation measure identified, if any, to reduce the impact to a less-than significant level.

I. AESTHETICS. Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?				☑
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?				☑
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☑			
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☑			

Checklist Response Explanation

a. Would the Project have a substantial adverse effect on a scenic vista?

No Impact. The ICTF is located on land that is zoned for heavy industrial uses. Land uses surrounding the ICTF are primarily heavy industrial to the west and south. The ICTF is bounded by East Sepulveda Boulevard and the Terminal Island Freeway on the south. Refinery-related activities, a storage tank facility, rail yard, warehousing, container storage and truck trailer parking and servicing are located to the south of the ICTF. A vacant structure, formerly housing a gun club, is located on the far west side of the Watson Land Company property, adjacent to Alameda Street. The Dolores Rail Yard, refinery related activities, and storage tank facility, are located to the west of the ICTF.

To the east of the ICTF is land owned by SCE that contains a commercial nursery and an SCE substation both are under high-voltage transmission power lines associated with the SCE substation. An agricultural truck-loading facility also exists to the south of the SCE facility. A residential area within the City of Long Beach is

also located east of the ICTF and SCE property. A medium-density, single-family residential neighborhood exists on the northeast boundary of the ICTF on Hesperian Avenue and East 223rd Street. East 223rd Street and the I-405 Freeway are located north of the ICTF and another predominately residential area is located north of the I-405 Freeway.

Most construction activities associated with the proposed Project will take place within the boundaries of the existing ICTF facilities, except for the construction of a new entrance, which is proposed to be developed along Alameda Street. The proposed Project will add additional structures, including additional electrical substations, service area, and a gate house with offices and related facilities. The land uses surrounding the proposed new entrance are all heavy industrial and would only be visible along Alameda Street, which is not a scenic vista. These structures are not expected to be visible to the surrounding residential area. The tallest new structures are expected to be the electric WSG Cranes, which are expected to be about 100 feet tall and will be visible to the surrounding areas. The modification of the ICTF would not constitute a change to a scenic area or vista in the immediate site vicinity because no designed scenic areas or vistas are located in the vicinity of the ICTF.

No official scenic vistas or state scenic highways are located in the immediate property vicinity (Caltrans, 2008; City of Long Beach, 2005; City of Los Angeles, 1999). In addition, the proposed Project is located in an existing industrial facility and will be industrial in nature. The proposed Project will not change any scenic vistas. No scenic resources are present within the ICTF vicinity. Therefore, adverse effects on scenic vistas or scenic resources are anticipated from the proposed Project. This issue will not be further analyzed in the EIR.

b. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The proposed Project would not have the potential to damage scenic resources because no scenic resources exist onsite, and the proposed Project would not be located near an eligible or designated state scenic highway. As described above, there are no officially designated scenic routes in the City of Carson, and the Ocean Avenue corridor, a designated scenic route in Long Beach, does not have a view of the ICTF site. The closest officially designated state scenic highway is approximately 33 miles north of the proposed Project (State Highway 2, from approximately 3 miles north of Interstate 210 in La Cañada to the San Bernardino County Line). The closest eligible state scenic highway is approximately 6 miles northeast of the proposed Project (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano) (Caltrans, 2008). The

proposed Project site is not visible from either of these locations. Therefore, adverse effects on scenic vistas or scenic resources are not expected and this issue will not be further analyzed in the EIR.

c. Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The proposed Project site currently contains an existing intermodal freight transfer rail yard, as well as industrial warehousing activities and container and trailer parking and servicing in support of the Ports. Surrounding land uses to the west and south consist of similar rail and heavy industrial land uses. An approximately 20-foot-high sound wall separates the ICTF from residences to the east of the facility and blocks views of rail and truck traffic within the Facility. Other residential land uses to the west are separated by SCE property, where transmission towers and lines extend several hundred feet high. The public views of the ICTF are currently limited to views of the 65-foot-high RTG cranes.

Construction activities associated with the proposed Project include, but are not limited to, the new tracks, new paved areas, and new cranes. Most of the construction activities are expected to be near the ground (i.e., not elevated and not visible to the surrounding residential community, with the exception of construction related to the electric WSGs cranes and new light poles).

The proposed Project would add similar heavy industrial and/or rail activities. The proposed Project will replace the existing 10 RTGs cranes (about 65 feet in height) with 39 electric WSG cranes, each about 100 feet in height. The electric WSG cranes are taller than the RTGs and there are more of them, so the electric WSG cranes will be more visible to the surrounding community than the RTG cranes. In light of the presence of residential land uses immediately to the east of the ICTF (including at the northeastern boundary of the site), the aesthetic impacts associated with the proposed Project are potentially significant. Therefore, visual impacts associated with the proposed Project changes on the visual character in the immediate proposed Project site area will be evaluated in the EIR.

d. Would the Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The proposed Project site is in a heavy industrial area that currently operates 24 hours a day, 7 days a week, and has existing nighttime external and internal illumination. Exterior operational lighting, including security nighttime lighting, already exists throughout the proposed Project site and would continue to be present at varying amounts throughout the day and night. An approximately 20-foot-high sound wall separates residents adjacent to the

northeastern boundary of the ICTF and helps to block views and light and glare from the ICTF.

Construction activities are expected to occur largely during the daytime hours, although two 10-hour shifts per day are possible during critical construction periods. Existing lighting for construction activities is expected to be sufficient as the site is completely illuminated and most construction activities will occur during daylight. Temporary light fixtures may be necessary for illuminating specific areas. Light and glare impacts are not expected, as construction activities will largely be ground level and temporary lighting would be directed at the ground and is not expected to be elevated.

The proposed Project includes replacing over 60 existing 100-foot-high lighting fixtures with approximately 160 poles ranging from 40 to 60 feet high. High-pressure sodium bulbs that reduce visual contrast will remain. New fixtures will be fitted with hoods, so that illumination will be directed downward onto ICTF surfaces and away from surrounding properties. The number of lighting fixtures located closer to the eastern property boundary will be minimized to the extent possible without impacting worker safety, and will be automatically turned off when cranes are not in use.

Implementation of the proposed Project, however, would reduce lighting impacts by lowering the height of light stanchions and shielding the light to minimize glare but will increase the number of lights and the illuminated area. In light of the presence of residential land uses immediately east of the site, the light and glare impacts associated with the proposed Project are potentially significant and will be evaluated in the EIR.

Conclusion

Potentially significant adverse aesthetic impacts were identified for potential degradation of the existing visual character of the surrounding environment and potential light and glare impacts. Therefore, these aesthetic impacts will be evaluated in the EIR.

II. AGRICULTURAL RESOURCES Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation. Would the Project:					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				☑
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				☑
c.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use?				☑

Checklist Response Explanation

a. Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No Impact. The potential for agricultural resources impacts associated with the proposed Project is expected to be less than significant for the following reasons. All construction and physical modifications associated with the proposed Project will occur within the confines of the existing ICTF or existing industrial facilities adjacent to the ICTF. The proposed Project would be consistent with the heavy industrial zoning of the ICTF and adjacent sites and there are no agricultural resources or operations on, near, or adjacent to the ICTF. No agricultural resources, including Williamson Act contracts, are located within the proposed Project locations or would be impacted by the proposed Project. Based upon the above considerations, agricultural resources impacts are not expected from the proposed ICTF. This issue will not be further analyzed in the EIR.

b. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As discussed in IIa above, no agricultural resources or operations exist within the proposed Project's limit or adjacent areas. The proposed Project site is not zoned for agricultural use and no Williamson Act contracts apply to the proposed Project site. No significant adverse impacts to agricultural resources are expected and this issue will not be further analyzed in the EIR.

c. Would the Project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to nonagricultural use?

No Impact. As discussed in IIa above, no agricultural resources or operations exist within the boundaries of the proposed Project or adjacent areas. The proposed Project site is not zoned for agricultural use and agricultural resources are located within or adjacent to the proposed Project location. Agricultural resources or loss of farmland are not expected and this issue will not be further analyzed in the EIR.

The proposed Project would not disrupt or damage the operation or productivity of any areas designated as Farmland. No Farmland is located within the surrounding area or the proposed Project site that could be affected by changes in land use. No impacts would occur. This issue will not be further analyzed in the EIR.

Conclusion

There are no impacts to agricultural resources as a result of the proposed Project and, therefore, agricultural resources will not be further analyzed in the EIR.

III. AIR QUALITY Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☑			
b.	Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	☑			
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☑			
d.	Expose sensitive receptors to substantial pollutant concentrations?	☑			
e.	Create objectionable odors affecting a substantial number of people?	☑			
f.	Result in a cumulatively considerable net increase of Greenhouse Gases?	☑			

Checklist Response Explanation

a. Would the Project conflict with or obstruct implementation of the applicable air quality plans?

Potentially Significant Impact. The 2007 Air Quality Management Plan (AQMP) is the applicable air quality plan for the South Coast Air Basin (Basin), which includes the ICTF. The 2007 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law, assuming specific emission reductions goals are reached. It should be noted that the most recent federally-approved air quality plan (i.e., the Applicable state implementation plan [SIP]) is the 1997 AQMP, as amended in 1999.

Construction of the proposed Project would result in a short-term increase in emissions from construction vehicles and equipment used to construct the proposed Project. An estimated 100 to 150 construction workers are expected to be required.

Combustion and fugitive dust emissions during construction will result from construction equipment used for site preparation grading, excavation, and construction of onsite structures. Emissions during construction will also be generated from water trucks used to control dust, welding machines, pickup and diesel trucks used to transport workers and materials around the construction site, diesel trucks used to deliver construction materials, and automobiles used by construction workers for commuting. Construction activities also may include a concrete crushing plant that would generate additional particulate emissions in the local area. Construction of the proposed Project will occur in phases while the existing ICTF is operating so that construction impacts will overlap with existing facility operations. Adverse construction air quality impacts are potentially significant and will be evaluated in the EIR.

Operation of the ICTF proposed Project is expected to double the container cargo handled by the facility. The proposed Project will generate additional emissions into the vicinity of the facility due to an increase in the number of trucks (from about 3,020 to 6,300 one-way truck trips per day). Additionally, an increase in trains (from about 13 to 27 trains per day) that travel to and from the site is also expected. The number of locomotives on each train varies depending on the length of the train, but usually averages about four locomotives (engines). The proposed Project may also have an impact on the movement of trains through the Ports and Southern California areas, shifting the numbers and types of trains that travel from the Dolores Rail Yard and other local railyards. The proposed Project is also expected to use diesel internal combustion engines (ICEs) for air compressors needed at the ICTF. Air quality in the vicinity of the ICTF could be adversely impacted. Operation of the proposed Project, primarily the increase in activity by mobile sources associated with the proposed Project, could conflict with implementation of the applicable SCAQMD AQMP because of potentially significant increases in criteria air pollutants. Over the long term, this is a potentially significant adverse air quality impact and will be evaluated in the EIR.

Emission reductions associated with the proposed ICTF Project will also be evaluated in the EIR. The replacement of existing diesel-fueled RTG cranes with electric WSG cranes and elimination of 71 of the existing 73 yard hostlers is expected to reduce air emissions as compared to current operations. The effect that these emissions reductions would have versus increases in local emissions from the increase in throughput of the proposed Project, which are potentially significant, will be evaluated in the EIR. The EIR will also evaluate the ultimate disposition of the removed equipment (e.g., hostlers and RTG cranes) to determine if the equipment will be removed from service and scrapped or sold to others for use in other locations.

b. Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The proposed Project is located within the Basin, which the EPA has determined is in severe non-attainment for ozone. The Basin is also designated as non-attainment for particulate matter less than 10 microns in diameter (PM10), and particulate matter less than 2.5 microns in diameter (PM2.5), for both state and federal standards. The SCAQMD is requesting that the region be redesignated to extreme non-attainment in the 2007 AQMP. Toxic air contaminants (TACs) have been identified in the area near the proposed Project as part of the SCAQMD MATES III study (SCAQMD, 2008). As described above, the proposed Project could result in an increase in criteria and TAC air emissions in the immediate site area during both construction and once the proposed Project becomes operational. These increases could violate existing air quality standards for ozone and other criteria pollutants generating potentially significant adverse air quality impacts. Therefore, this impact will be addressed in the EIR.

c. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As described in IIIb above, the proposed Project is located within the Basin, which the EPA has designated as severe non-attainment for ozone. The Basin is also designated as non-attainment for PM10, and PM2.5, for both state and federal standards. The SCAQMD is requesting that the region be redesignated to extreme non-attainment in the 2007 AQMP. TACs have been identified in the area near the proposed Project as part of the SCAQMD MATES III study (SCAQMD, 2008). The proposed Project could result in the potential for: (1) A cumulatively considerable net increase in criteria emissions at the site and the immediate surrounding areas that have the potential for violating existing ambient air quality standards; (2) A cumulatively considerable net increase in health risks from air toxic pollutants such as diesel particulate matter; and (3) Cumulatively considerable increase in criteria and toxic air contaminants associated with other proposed Projects in the area, including the Southern California International Gateway Project (SCIG) proposed to be located immediately south of the existing ICTF. The cumulative emission increases in the area are potentially significant and will be evaluated in the EIR. In addition, the replacement of existing diesel-fueled RTG cranes with electric WSG cranes and elimination of 71 of the existing 73 yard hostlers, which is expected to reduce emissions, will be considered in the cumulative air quality impact analysis in the EIR.

d. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors include residential areas, school sites, daycare centers, health care centers, hospitals, senior care facilities, etc. The potential exists for environmental impacts when sensitive receptors are located next to major sources of air pollutant emissions including residential areas and schools located immediately east of the ICTF. For the proposed Project, construction activities could temporarily expose nearby sensitive receptors to increased air pollution concentrations in the form of ozone precursors, diesel particulate exhaust, additional particulate matter emissions associated with the concrete crushing plant, and other criteria and TACs from site construction activities. Proposed Project operational activities could also potentially expose sensitive receptors to substantial concentrations of TACs, most notably diesel particulate matter. A Health Risk Assessment was recently prepared by the CARB for the ICTF and Dolores Railyards (CARB, 2008). The estimated health risks were based on the emission inventory developed for ICTF and Dolores Rail Yard operations in 2005. The estimated cancer risk from the existing operations of the ICTF and Dolores Rail Yard is about 1,200 cancer cases per million at the point of maximum impact, assuming a 70-year exposure duration. The proposed Project will increase the container throughput, number of trucks, and number of railcars that are handled at the ICTF; therefore, impacts on sensitive receptors are potentially significant. The emissions and related health effects to sensitive receptors and adjacent populations associated with the increase in mobile source traffic (trucks and rail), as well as on-site emission sources, will be addressed in the EIR.

e. Would the Project create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. Short-term objectionable odors could occur during proposed Project construction from the use of diesel-powered heavy equipment, and from asphalt operations. Odors produced from actual operation of the ICTF are also possible, including diesel emissions from trucks and locomotives, although they would be similar to other industrial odors in the area. Nevertheless, due to the presence of a residential population adjacent to the proposed Project site, this issue is potentially significant and will be addressed in the EIR as part of the analysis of construction impacts.

f. Would the Project result in cumulatively considerable net increase of Greenhouse Gases?

Potentially Significant Impact. The proposed Project could result in the potential for a cumulatively considerable net increase in greenhouse gas emissions (GHGs) associated with increased truck and rail traffic. Truck and rail traffic is expected to

double as a result of the proposed project. Eighty percent of GHG emissions in California from fossil fuel combustion and over 70 percent of GHG emissions are carbon dioxide (CO2). The increase in truck and rail traffic as a result of the proposed project may lead to the increased use of petroleum and diesel fuel consumption.. As a result, there could be an increase in GHG emissions, which could be cumulatively considerable. Therefore, the issue is potentially significant and will be addressed in the EIR.

Conclusion

Potentially significant adverse air quality impacts were identified for potential impacts on the AQMP, potential contribution to impacts on ambient air quality, cumulative air quality impacts (including GHG emissions), impacts to sensitive populations and odors. Therefore, these air quality impacts associated with the proposed Project will be evaluated in the EIR.

IV. BIOLOGICAL RESOURCES Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				☑
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				☑
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not				☑

IV. BIOLOGICAL RESOURCES Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?				
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				☑
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				☑
f.	Conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan?				☑

Checklist Response Explanation

a. Would the Project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Impact. Currently, most of the proposed Project site itself is developed and used for heavy industrial activities. The site is located within an urbanized, developed area, containing mostly industrial facilities and a dense residential area to the east in the City of Long Beach. All construction and physical modifications that would occur as a result of the proposed project will occur within the confines of existing industrial areas. Most of the ICTF site is paved. There is no natural habitat within the proposed Project area because of the development and operation of the industrial

facilities. No species identified as a candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG)or the U.S. Fish and Wildlife Service (USFWS), is known to occur on the proposed Project site, railroad rights-of-way, or adjacent properties (National Diversity Data Base, 2008). The proposed Project would be consistent with the heavy industrial zoning, and there are no biological resources on or near the ICTF; therefore, no impacts to any species identified as a candidate, sensitive or special status are expected. This issue will not be further analyzed in the EIR.

b. Would the Project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Impact. See the discussion under IVa above. The proposed Project site contains heavy industrial development. There is no riparian habitat present on the proposed Project site. No other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFG or the USFWS is present on the proposed Project site. For these reasons, no impact on riparian or other sensitive habitat is expected. This issue will not be further analyzed in the EIR.

c. Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marshes, vernal pools, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?

No Impact. See the discussion under IVa above. The proposed Project site contains heavy industrial development and does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA). As a result, no direct impacts to wetlands or waters of the United States in these areas would occur. For these reasons, no impact on wetlands or other similar habitat is expected. This issue will not be further analyzed in the EIR.

d. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

No Impact. See the discussion under IVa above. The proposed Project site contains heavy industrial development; therefore, the proposed Project site does not contain any wildlife migration corridors. There are no wildlife nursery sites on the proposed Project site or in the immediate surrounding area because of the high activity levels (e.g., truck and railcar traffic) associated with the operation of the ICTF. The proposed Project would not involve any activity that could impede the

movement of any native resident or migratory fish. For these reasons, no impact on fish or wildlife species is expected. This issue will not be further analyzed in the EIR.

e. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. See the discussion under IVa above. The proposed Project area is designated for industrial uses and there are no policies or ordinances protecting biological resources that are applicable to the proposed Project site. Vegetation is absent from the ICTF site, except for ornamental landscape vegetation near the administration buildings. The Project will not conflict with any policies or ordinance protecting biological resources and this issue will not be further analyzed in the EIR.

f. Would the Project conflict with the provisions of an adopted habitat conservation plan; natural communities conservation plan; or any other approved local, regional, or state habitat conservation plan?

No Impact. See the discussion under IVa above. Neither the proposed Project site nor any adjacent areas are included as part of an adopted Habitat Conservation Plan (HCP), Natural Communities Conservation Plan (NCCP), or any other approved local, regional or state habitat conservation plan. Therefore, the proposed Project is not expected to impact any conservation plan and this issue will not be further analyzed in the EIR.

Conclusion

No biological resources are expected to be impacted, thus this issue will not be further analyzed in the EIR.

V. CULTURAL RESOURCES Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?				☑
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?				☑
c.	Directly or indirectly destroy a unique feature?				☑
d.	Disturb any human remains, including those interred outside of formal cemeteries?				☑

Checklist Response Explanation

a. Would the Project cause a substantial adverse change in significance of a historical resource as defined in CEQA Section 15064.5?

No Impact. CEQA Guidelines state that "generally, a resource shall be considered 'historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources, including the following:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

4. It has yielded or may be likely to yield information important in prehistory or history" (CEQA Guidelines §15064.5).

Generally, resources (buildings, structures, equipment) that are less than 50 years old are excluded from listing in the National Register of Historic Places (NRHP) unless they can be shown to be exceptionally important). The buildings, structures, and equipment associated with the proposed Project are not listed on registers of

historic resources, and do not meet the eligibility criteria presented above (e.g., associated with historically important events or people, embodying distinctive characteristics of a type, period, or method of construction), and would yield historically important information. The ICTF was built in the early 1980s and structures are less than 50 years old. None of these structures meet the aforementioned historical significance criteria. Therefore, no impacts to historic cultural resources are expected as a result of implementing the proposed Project and this issue will not be further analyzed in the EIR.

b. Would the Project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

No Impact. All construction and physical modifications that would occur as a result of the proposed Project will occur within the confines of the existing heavy industrial areas and the proposed Project would be consistent with the heavy industrial zoning. The site has been graded and developed with tracks, container storage areas, buildings and is largely paved due to the development of the existing ICTF site. The location of the new and modified equipment will be in the same location as the existing facility and equipment. During construction of the existing ICTF, extensive excavation and compaction of previously placed fill and excavation and compaction of native soil was reported (HDR, 2006).

The entire active portion of the ICTF and other adjacent facilities, including the Watson Land and Desser properties have been previously graded and developed. Proposed Project activities will occur in areas where the ground surface has already been graded, disturbed and this past disturbance reduces the likelihood that previously unknown cultural resources or archaeological resources will be encountered. No intact, buried, stratified, archaeological deposits are expected to be located within the zone to be disturbed by the proposed Project. Further, any new track development would be limited to surface disturbances, with little excavation. For the proposed Project site, it is not anticipated that new building foundations would be built lower than existing foundations and expose undisturbed soil. As a result, no impacts to archaeological resources are anticipated.

While the likelihood of encountering cultural resources is low, there is still a potential that additional buried archaeological resources may exist. Any such impact would be eliminated by using standard construction practices and complying with provisions of Section 21083.2 of the Public Resources Code, which requires the following in the event that unexpected subsurface resources were encountered:

- Conduct a cultural resources orientation for construction workers involved in excavation activities. This orientation will show the workers how to identify the kinds of cultural resources that might be encountered, and

what steps to take if cultural resources are encountered during exaction activities;

- Monitoring of subsurface earth disturbance by a professional archaeologist and an appropriate representative if cultural resources are exposed during construction;

- Provide the archaeological monitor with the authority to temporarily halt or redirect earth disturbance work in the vicinity of cultural resources exposed during construction so the find can be evaluated and mitigated as appropriate; and,

- As required by state law, prevent further disturbance if human remains are unearthed, until the County Coroner has made the necessary findings with respect to origin and disposition, and the Native American Heritage Commission has been notified if the remains are determined to be of Native American descent.

Based upon the above considerations, no archaeological resources impacts are expected from the proposed Project and this issue will not be further analyzed in the EIR.

c. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. All construction and physical modifications that would occur as a result of the proposed Project will occur within the confines of the existing heavy industrial areas and the proposed Project would be consistent with the heavy industrial zoning. The entire active portion of the ICTF and other adjacent facilities, including the Watson Land and Desser properties, have been previously graded and developed. The geologic formation within the proposed Project area consists of Pleistocene terrace deposits and Palos Verdes sand, which could have the potential for fossil resources. However, due to the grading, excavations and backfill related to previous development, the proposed Project site would not be expected to yield significant paleontological resources. Any new track development would be limited to surface disturbances, with little excavation. Thus, implementation of the proposed Project would not likely disturb any known paleontological resources or unique geological features and this issue will not be further analyzed in the EIR.

d. Would the Project disturb any human remains, including those interred outside of formal cemeteries?

No Impact. All construction and physical modifications that would occur as a result of the proposed Project will occur within the confines of the existing heavy industrial areas and the proposed Project would be consistent with the heavy industrial zoning.

The entire active portion of the ICTF and other adjacent facilities, including the Watson Land and Desser properties, have been previously graded and developed. No prehistoric burials or historic-period cemeteries were located within the proposed Project area during the original development of the site in the early 1980s. Because of the extensive development and grading that has occurred on the proposed Project site and adjacent areas, there are no known human remains and this issue will not be further analyzed in the EIR. Also, see V.b. regarding requirements in the unlikely event that human remains are discovered.

Conclusion

No cultural resources impacts are anticipated from the proposed Project and, therefore, will not be further analyzed in the EIR.

VI. GEOLOGY AND SOILS Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			☑	
ii.	Strong seismic ground shaking?			☑	
iii.	Seismic-related ground failure, including liquefaction?			☑	

VI. GEOLOGY AND SOILS Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv.	Landslides?				☑
b.	Result in substantial soil erosion or the loss of topsoil?			☑	
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?			☑	
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			☑	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				☑

Checklist Response Explanation

a. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42, and;

ii) Strong seismic ground shaking?

Less Than Significant Impact. The proposed Project is located in a seismically active region. There is the potential for damage to the new structures in the event of an earthquake. The most significant potential geologic hazard is estimated to be

seismic shaking from future earthquakes generated by active or potentially active faults in the region. Table 2.1 identifies those faults in the southern California region considered important to the Project sites in terms of potential for future activity. Seismic records have been available for the last 200 years, with improved instrumental seismic records available for the past 50 years. Based on a review of earthquake data, most of the earthquake epicenters occur along the Whittier-Elsinore, San Andreas, Newport-Inglewood, Malibu-Santa Monica-Raymond Hills, Palos Verdes, Sierra Madre, San Fernando, Elysian Park-Montebello, and Torrance-Wilmington faults (Jones and Hauksson, 1986). All these faults are elements of the San Andreas Fault system. Past experience indicates that there has not been any substantial damage, structural or otherwise to the ICTF as a result of earthquakes. Table 2.2 identifies the historic earthquakes over magnitude 4.5 in Southern California, between 1915 and the present, along various faults in the region.

Whittier-Elsinore Fault Zone: The Whittier-Elsinore Fault is one of the more prominent structural features in the Los Angeles Basin. It extends from Turnbull Canyon near Whittier, southeast to the Santa Ana River, where it merges with the Elsinore fault. Yerkes (1972) indicated that vertical separation on the fault in the upper Miocene strata increases from approximately 2,000 feet at the Santa Ana River northwestward to approximately 14,000 feet in the Brea-Olinda oil field. Farther to the northwest, the vertical separation decreases to approximately 3,000 feet in the Whittier Narrows of the San Gabriel River.

The fault also has a major right-lateral strike slip component. Yerkes (1972) indicates streams along the fault have been deflected in a right-lateral sense from 4,000 to 5,000 feet. The fault is capable of producing a maximum credible earthquake event of about magnitude 7.0 every 500 to 700 years.

TABLE 2.1
Major Active or Potentially Active Faults
in Southern California

FAULT ZONE	FAULT LENGTH (Miles)	MAXIMUM CREDIBLE EARTHQUAKE	MAXIMUM ACCELERATION (G)
Malibu-Santa Monica-Raymond Hill	65	7.5	0.49
Newport-Inglewood	25	7.0	0.42
Northridge	12	6.7	0.16
Palos Verdes	20	7.0	0.24
San Andreas	200+	8.25	0.21

FAULT ZONE	FAULT LENGTH (Miles)	MAXIMUM CREDIBLE EARTHQUAKE	MAXIMUM ACCELERATION (G)
San Jacinto	112	7.5	0.11
San Fernando	8	6.8	0.17
Sierra Madre	55	7.3	0.23
Whittier-Elsinore	140	7.1	0.46
Elysian Park – Montebello	15	7.1	0.27

TABLE 2.2
Significant Historical Earthquakes
in Southern California

DATE	LOCATION (epicenter)	Magnitude
1915	Imperial Valley	6.3
1925	Santa Barbara	6.3
1920	Inglewood	4.9
1933	Long Beach	6.3
1940	El Centro	6.7
1940	Santa Monica	4.7
1941	Gardena	4.9
1941	Torrance	5.4
1947	Mojave Desert	6.2
1951	Imperial Valley	5.6
1968	Borrego Mountain	6.5
1971	Sylmar	6.4
1975	Mojave Desert	5.2
1979	Imperial Valley	6.6
1987	Whittier	5.9
1992	Joshua Tree	6.3
1992	Landers	7.4
1992	Big Bear	6.5
1994	Northridge	6.7
1999	Hector Mine	7.1
2008	Chino Hills	5.4

San Andreas Fault Zone: The San Andreas fault is located on the north side of the San Gabriel Mountains trending east-southeast as it passes the Los Angeles Basin. This fault is recognized as the longest and most active fault in California. It is generally characterized as a right-lateral strike-slip fault, which is comprised of numerous sub-parallel faults in a zone over 2 miles wide. There is a high probability that Southern California will experience a magnitude 7.0 or greater earthquake along

the San Andreas or San Jacinto fault zones, which could generate strong ground motion in the Project area. There is a 5 to 12 percent probability of such an event occurring in Southern California during any one of the next 5 years and a cumulative 47 percent chance of such an event occurring over a 5-year period (Reich, 1992).

The Newport-Inglewood Fault Zone: The Newport-Inglewood fault is a major tectonic structure within the Los Angeles Basin. This fault is best described as a structural zone comprising a series of echelon and sub-parallel fault segments and folds. The faults of the Newport-Inglewood uplift in some cases exert considerable barrier influence upon the movement of subsurface water (DWR, 1961). Offsetting of sediments along this fault usually is greater in deeper, older formations. Sediment displacement is less in younger formations. The Alquist-Priolo Act has designated this fault as an earthquake fault zone. The purpose of designating this area as an earthquake fault zone is to mitigate the hazards of fault rupture by prohibiting building structures across the trace of the fault.

This fault poses a seismic hazard to the Los Angeles area (Toppozada, et al., 1988, 1989), although no surface faulting has been associated with earthquakes along this structural zone during the past 200 years. Since this fault is located within the Los Angeles Metropolitan area, a major earthquake along this fault would produce more destruction than a magnitude 8.0 on the San Andreas fault. The largest instrumentally recorded event was the 1933 Long Beach earthquake, which occurred on the offshore portion of the Newport-Inglewood structural zone with a magnitude of 6.3. A maximum credible earthquake of magnitude 7.0 has been assigned to this fault zone.

Malibu-Santa Monica-Raymond Hills Fault Zone: The Raymond Hills fault is part of the fault system that extends from the base of the San Gabriel Mountains westward to beyond the Malibu coast line. The fault has been relatively quiet, with no recorded seismic events in historic time; however, recent studies have found evidence of ground rupture within the last 11,000 years.

The Palos Verdes Fault Zone: The Palos Verdes fault extends for about 50 miles from the Redondo submarine canyon in Santa Monica Bay to south of Lausen Knoll and is responsible for the uplift of the Palos Verdes Peninsula. This fault is both a right-lateral strike-slip and reverse separation fault. The Gaffey anticline and syncline are reported to extend along the northwestern portion of the Palos Verdes hills. These folds plunge southeast and extend beneath recent alluvium east of the hills and into the San Pedro Harbor, where they may affect movement of ground water (DWR, 1961). The probability of a moderate or major earthquake along the Palos Verdes fault is low compared to movements on either the Newport-Inglewood or San Andreas faults. However, this fault is capable of producing strong to intense ground motion and ground surface rupture. This fault zone has not been placed by

the California State Mining and Geology Board into an Alquist-Priolo special studies zone.

Sierra Madre Fault System: The Sierra Madre fault system extends for approximately 60 miles along the northern edge of the densely populated San Fernando and San Gabriel valleys (Dolan, et al., 1995) and includes all faults that have participated in the Quaternary uplift of the San Gabriel Mountains. The fault system is complex and appears to be broken into five or six segments, each 10 to 15 miles in length (Ehlig, 1975). The fault system is divided into three major faults (Dolan, et al.,1995), including the Sierra Madre, the Cucamonga and the Clamshell-Sawpit faults. The Sierra Madre fault is further divided into three minor fault segments the Azusa, the Altadena and the San Fernando fault segments. The Sierra Madre fault is capable of producing a 7.3 magnitude fault every 805 years (Dolan, et al., 1995).

San Fernando Fault: The westernmost segment of the Sierra Madre fault system is the San Fernando segment. This segment extends for approximately 12 miles beginning at Big Tujunga Canyon on the east to the joint between the San Gabriel Mountains and the Santa Susana Mountains on the west (Ehlig, 1975). The 1971 Sylmar earthquake occurred along this segment of the Sierra Madre fault system, resulting in a 6.4 magnitude fault. The San Fernando fault segment is capable of producing a 6.8 magnitude fault every 455 years (Dolan, et al., 1995).

Elysian Park-Montebello System: The Elysian Park fault is a blind thrust fault system, i.e., not exposed at the surface, whose existence has been inferred from seismic and geological studies. The system, as defined by Dolan, et al. (1995), comprises two distinct thrust fault systems: 1) an east-west-trending thrust ramp located beneath the Santa Monica Mountains; and 2) a west-northwest-trending system that extends from Elysian Park Hills through downtown Los Angeles and southeastward beneath the Puente Hills. The Elysian Park thrust is capable of producing a magnitude 7.1 earthquake every 1,475 years.

Torrance-Wilmington Fault Zone: The Torrance-Wilmington fault has been reported to be a potentially destructive, deeply buried fault, which underlies the Los Angeles Basin. Kerr (1988) has reported this fault as a low-angle reverse or thrust fault. This proposed fault could be interacting with the Palos Verdes hills at depth. Little is known about this fault, and its existence is inferred from the study of deep earthquakes. Although information is still too preliminary to be able to quantify the specific characteristics of this fault system, this fault appears to be responsible for many of the small to moderate earthquakes within Santa Monica Bay and easterly into the Los Angeles area. This fault itself should not cause surface rupture, only ground shaking in the event of an earthquake.

In addition to the known surface faults, shallow-dipping concealed “blind” thrust faults have been postulated to underlie portions of the Los Angeles Basin. Because little data exist to define the potential extent of rupture planes associated with these concealed thrust faults, the maximum earthquake that they might generate is largely unknown.

No faults or fault-related features are known to exist at the ICTF. The site is not located in any Alquist-Priolo Earthquake fault zone and is not expected to be subject to significant surface fault displacement. Based on preliminary geological studies completed for the proposed Project, the potential for ground surface fault rupture is low (HDR, 2006). The nearest documented active structures on which ground surface rupture is expected to occur are the Newport-Inglewood Fault (about 4 kilometers to the northeast) and the Palos Verdes Fault (about 7 kilometers to the southwest) (HDR, 2006). Both of these geological structures are located a sufficient distance that surface rupture would not be expected at the ICTF. Therefore, no significant impacts to the proposed Project facilities are expected from seismically-induced ground rupture.

Based on the historical record, it is highly probable that earthquakes will affect the Los Angeles region in the future. Research shows that damaging earthquakes will occur on or near recognized faults that show evidence of recent geologic activity. The proximity of major faults to the ICTF increases the probability that an earthquake may impact the facilities. There is the potential for damage in the event of an earthquake.

The proposed changes to the ICTF are mostly related to construction of additional railroad tracks, new cranes, a crane parts building and service center, and a new gate house including offices, restrooms and canopies. The new structures associated with the proposed Project that will house workers are the crane parts building and the new gate house. The new buildings must be designed to comply with the Uniform Building Code Zone 4 requirements since the proposed Project is located in a seismically active area. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. The goal of the code is to provide structures that will: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage, but with some non-structural damage; and (3) resist major earthquakes without collapse, but with some structural and non-structural damage. The Uniform Building Code bases seismic design on minimum lateral seismic forces ("ground shaking"). The Uniform Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient (peak ground

acceleration of approximately 0.4g), which represent the foundation conditions at the site.

The new buildings at the ICTF will be required to obtain building permits, as applicable, for all new structures at the site. The facilities must receive approval of all building plans and building permits to assure compliance with the latest Building Code adopted by the local agency prior to commencing construction activities. The issuance of building permits from the local agencies will assure compliance with the Uniform Building Code requirements, which include requirements for building within seismic hazard zones. Thus, the proposed Project would not alter the exposure of people or property to geological hazards such as earthquakes, liquefaction, subsidence, landslides, mudslides, ground failure, or other natural hazards. As a result, substantial exposure of people or structures to the risk of loss, injury, or death is not anticipated. No significant impacts from seismic hazards are expected since the Project will be required to comply with the Uniform Building Codes and this issue will not be further analyzed in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Portions of the Facility are located within an area where there has been historic occurrence of liquefaction or existing conditions indicate a potential for liquefaction (California Division of Mines and Geology, 1999) and the potential for expansive soils could exist. The City of Los Angeles' Safety Element for its General Plan identifies this area as having the potential for liquefaction (City of Los Angeles, 1994). Specific geological investigations of the site indicate that saturated soil exists below depths greater than 40 to 45 feet below the ground surface. The site soil is relatively dense and is not expected to be susceptible to liquefaction and associated effects (HDR, 2006). Seismically induced landslides at the ICTF are unlikely because the site is relatively flat. The Uniform Building Code requirements consider liquefaction potential and establish more stringent requirements for building foundations in areas potentially subject to liquefaction. Therefore, mandatory compliance with the Uniform Building Code requirements is expected to minimize the potential impacts associated with liquefaction. The issuance of building permits from the local agency will assure compliance with the Uniform Building Code requirements and compliance with the Los Angeles Harbor Department design guidelines. Therefore, no significant impacts from liquefaction or expansive soils are expected and this issue will not be further analyzed in the EIR.

iv) Landslides?

No Impact. The proposed Project site is within a flat topographical area with few unpaved onsite areas and, therefore, would not have significant impacts. Because of the flat topography, landslides are not located within or adjacent to the proposed

Project site. The Safety Element of the Los Angeles General Plan indicates that the proposed Project site is not within the landslide inventory (City of Los Angeles, 1994). Therefore, landslide hazards are not expected from the proposed Project site and this issue will not be further analyzed in the EIR.

b. Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant. The proposed Project is located within the confines of the existing ICTF. Concrete foundations presently support structures and equipment. Most of the ICTF site is currently paved. The operating portions of the facility are relatively flat so no major grading is required to provide flat surfaces. No unstable earth conditions, loss of topsoil, changes in topography or changes in geologic substructures are anticipated to occur with the proposed Project because of the limited grading and excavation involved. No significant adverse impacts on topography and soils are expected.

The proposed Project involves adding new infrastructure throughout the existing facilities in phases so construction activities will include foundation work, removal of existing paving, excavation for foundations, etc. Ground disturbance will include installing foundations for new units, installation of new utilities, and subterranean components for adding railroad tracks and utilities. Construction is expected to occur in phases as it is the goal to keep the ICTF fully operational during construction activities. Since the proposed project will occur in phases, limited grading and exposure of soils will occur at any given time and the major portion of the site will remain paved. Once construction is completed in one portion of the site, construction activities will move to another location. No significant adverse impacts related to soil erosion are expected since the proposed Project will occur within already developed facilities that have been graded and paved No significant change in topography is expected because all new components at the facility will match the existing grade of existing components. The proposed Project will be required to comply with SCAQMD Rule 403 – Fugitive Dust, which imposes requirements to minimize dust emissions associated with wind erosion. Relative to operation, no change in surface runoff is expected because surface conditions will remain relatively unchanged.

Following construction, exposed areas would be paved or landscaped, reducing erosion potential and making significant long-term impacts unlikely. This issue will not be further analyzed in the EIR.

c. Is the Project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?

d. Is the Project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Portions of the Facility are located within an area where there has been historic occurrence of liquefaction or existing conditions indicate a potential for liquefaction (California Division of Mines and Geology, 1999) and the potential for expansive soils could exist. The City of Los Angeles' Safety Element for its General Plan identifies this area as having the potential for liquefaction (City of Los Angeles, 1994). Specific geological investigations of the site indicate that saturated soil exists below depths greater than 40 to 45 feet below the ground surface. The site soil is relatively dense and is not expected to be susceptible to liquefaction and associated effects (HDR, 2006). Seismically induced landsliding at the ICTF is unlikely because most of the site is flat. The Uniform Building Code requirements consider liquefaction potential and establish more stringent requirements for building foundations in areas potentially subject to liquefaction. Therefore, mandatory compliance with the Uniform Building Code requirements is expected to minimize the potential impacts associated with liquefaction. The issuance of building permits from the local agency will assure compliance with the Uniform Building Code requirements and compliance with the Los Angeles Harbor Department design guidelines. Therefore, no significant impacts from liquefaction or expansive soils are expected and this issue will not be further analyzed in the EIR.

e. Would the Project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The ICTF has existing wastewater treatment systems that will continue to operate and that will be available to handle wastewater produced by the proposed Project. The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the proposed Project site. New wastewater facilities associated with the proposed Project would be connected to this existing sewer system. Therefore, alternative wastewater disposal systems are not a part of the proposed Project and no impacts will occur. These issues will not be further analyzed in the EIR.

Conclusion

The proposed Project impacts on geology and soils are considered to be less than significant with compliance with the Uniform Building Code and all other applicable state and local building codes. Thus, the proposed Project would not substantially increase the exposure of people or property to geological hazards such as earthquakes, liquefaction, subsidence, landslides, mudslides, ground failure, or other natural hazards. As a result,

substantial exposure of people or structures to the risk of loss, injury, or death is not anticipated. These issues will not be further analyzed in the EIR.

VII. HAZARDS AND HAZARDOUS MATERIALS Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☑			
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☑			
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?	☑			
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☑			
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the Project area?				☑

VII. HAZARDS AND HAZARDOUS MATERIALS Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the Project area?				☑
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☑			
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				☑

Checklist Response Explanation

a. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. Trains using the ICTF may transport potentially hazardous materials. The proposed Project is expected to double the throughput of the ICTF and, therefore, potentially increase the transport of hazardous material. In addition, the proposed modifications to the ICTF would also include the use of fuels, oils and cleaning materials that could qualify as hazardous materials. These types of materials are routinely used and safely transported through the Ports by rail each day using the U.S. Department of Transportation (DOT) regulations governing the procedures and equipment for handling or transporting such materials. The proposed project includes the installation of an aboveground non-diesel alternative fuel (biodiesel, propane of liquefied natural gas) tank and the removal of aboveground gasoline and diesel storage tanks. The increase in the transport of hazardous materials (including contaminated soils from storage tank removal), the change in the storage of potentially hazardous materials, and potential impacts of accidental releases are potentially significant and will be evaluated in the EIR.

b. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

Potentially Significant Impact. Two potential sources of upset or accident involving the release of hazardous materials are possible from the proposed Project. First, the demolition of existing improvements on the proposed Project site could result in the release of, or exposure to, potentially hazardous materials. At present, it is not known whether hazardous materials are contained in the existing improvements. An existing 20,000-gallon aboveground diesel storage tank and a 1,000-gallon, aboveground unleaded gasoline tank will be removed. There is the potential for soil contamination associated with these existing storage tanks. Due to the historic use of the site for industrial purposes, hazardous materials may be present at the site. In the event that any such materials are found or thought to be present, proper cleanup procedures would be identified and the materials would be removed in compliance with existing hazardous waste/materials rules and regulations. The adequacy of such cleanup procedures, to the extent any are needed, will be addressed in the EIR. The second potential source of release of hazardous materials into the environment would be an accident or upset associated with the onsite rail and truck operations. An Emergency Response Plan, together with Health and Safety Plans, are already in place for the existing operations and would be modified, as necessary, to reflect the conditions during proposed Project construction and following completion of construction. These plans would address the potential dangers associated with an upset or accident. The potential increase in hazards associated with the proposed Project is potentially significant and will be addressed in the EIR.

c. Would the Project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?

Potential Significant Impact. The proposed Project is within one-quarter mile of several schools located in the City of Long Beach and a large residential area east of the ICTF. Schools within one-quarter mile of the ICTF include the Hudson Elementary School and Stephens Jr. High School. Hazards that are routinely handled in accordance with federal and state laws regarding hazardous materials could potentially adversely affect local schools due to its proximity to the proposed Project site. The EIR will evaluate the potential health risks of the proposed project on schools, as well as other sensitive receptors. This impact is potentially significant and will be addressed in the EIR.

d. Would the Project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. The parcels associated with the proposed Project, including the ICTF site, the Watson Land Company parcel and the Desser parcel, are not included on lists ("Cortese List") compiled by the Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5 (DTSC, 2008). The Watson Land Company parcel and the Desser parcel located immediately to its north, are largely underlain by a former organic refuse landfill so that construction activities on these sites could disturb landfill material. The Watson Land Company parcel is currently used for the storage and handling of cargo containers and truck chassis, to support ICTF operations. Construction at either property, as well as the ICTF site, could involve the disturbance of landfill materials or the discovery of contamination, resulting in potential hazardous conditions. This issue will be addressed in the EIR.

e. Would the Project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact. The proposed Project will be constructed within the confines of the existing ICTF and adjacent Watson Land and Desser properties. The proposed Project is not located within 2 miles of a public airstrip, or public airport, and is not within an airport land use plan area. The closest airport is Long Beach Airport, approximately 8 miles to the northeast of the proposed Project site. No impacts on public airports are expected and this issue will not be addressed in the EIR.

f. Would the Project be located within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact. See VII.e above. The proposed Project is not within the vicinity of a private airstrip. No impacts on a private airstrip are expected and this issue will not be further analyzed in the EIR.

g. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. The proposed Project would include its own internal emergency response plans and personnel. The proposed Project design will be reviewed to determine how it would operate in compliance with existing emergency

response and evacuation plans in the area. This issue will be addressed in the EIR to assure that any new emergency response and evacuation plans are effective.

h. Would the Project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The proposed Project will not increase the existing risk of fire hazards in areas with flammable brush, grass or trees. No substantial or native vegetation exists on or near the proposed Project area. The proposed Project site is located in an industrialized, urban environment and no wildland areas are located in the vicinity of the proposed Project. Further, industrial facilities are typically devoid of vegetation for fire safety purposes. As a result, fire hazard impacts relative to wildland fires are not expected. This issue will not be further analyzed in the EIR.

Conclusion

Potentially significant adverse hazards and hazardous materials impacts were identified for the proposed Project. Therefore, hazard and hazardous materials impacts associated with the proposed ICTF will be evaluated in the EIR.

VIII. HYDROLOGY AND WATER QUALITY Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements?	☑			
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?				☑

VIII. HYDROLOGY AND WATER QUALITY Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?			☑	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?				☑
e.	Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			☑	
f.	Otherwise substantially degrade water quality?			☑	
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				☑
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				☑

VIII. HYDROLOGY AND WATER QUALITY Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				☑
j.	Contribute to inundation by seiche, tsunami, or mudflow?				☑

Checklist Response Explanation

a. Would the Project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Control of surface water quality and erosion at the existing ICTF is currently regulated through the General Construction Activities Storm Water Permits (GCASP) and NPDES permits. The proposed Project would be subject to these same permitting requirements, including the requirement to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) and use of Best Management Practices (BMPs) during proposed Project construction to prevent pollutants from contacting storm water.

Operational activities associated with the proposed Project are not expected to generate additional wastewater, as the physical size of the facility is not expected to change and wastewater generated at the site is generally limited to sanitary wastes associated with the office buildings and stormwater runoff. Although the paved portion area of the ICTF is not expected to change, the additional trucks and locomotives will result in additional particulate emissions from the exhaust and tire wear from the trucks that will occur in and around the ICTF facility. This increase in particulate emissions that deposit on the paved areas has the potential to be contact stormwater. For these reasons, the proposed Project is may adversely affect water quality standards or waste discharge requirements. Therefore, this issue will be further analyzed in the EIR.

b. Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would

not support existing land uses or planned uses for which permits have been granted)?

No Impact. The proposed Project site is currently developed and most of the site already consists of impermeable surfaces. As a result, the site does not support significant surface recharge of groundwater. The proposed Project is not expected to interfere with groundwater recharge because impermeable surfaces at the site are not expected to substantially increase. Groundwater in the area has significant saltwater intrusion and is, therefore, unsuitable for use as drinking water. The proposed Project at the ICTF will continue to use local public supplies of water for proposed Project usage. As a result, the proposed Project would not deplete groundwater supplies and no significant adverse impacts on the local groundwater table are expected. This issue will not be addressed in the EIR.

c. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?

Less Than Significant Impact. ICTF will be installing new stormwater drainage infrastructure that will not affect the course of streams or rivers (see page 14). The proposed storm drainage infrastructure will include a series of sloped, cast-in-place trench drains, or catch basins and curb inlets constructed along new tracks. New catch basins and curb inlets draining the northern area will connect to the existing 36-inch reinforced concrete pipe draining into the Dominguez Channel via a large (7.5-foot by 10.5-foot) reinforced concrete storm drain box along the eastern edge of Alameda Street. New storm drainage improvements will be designed to be consistent with the Facility's existing Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSUMP), as required under its existing NPDES permit.

In addition, the existing ICTF site is largely paved. The proposed Project would have a similar amount of impermeable surface as currently exists on the ICTF site. Nothing associated with the proposed Project design would alter the pattern of surface runoff in a manner that would result in substantial increased erosion or siltation onsite or offsite or increased surface water runoff. The proposed Project is located within an existing industrialized and urbanized area and new structures are not located near or adjacent to a stream or river. Some grading of the site is expected at site and adjacent properties to install new facilities; however, none of the activities associated with the proposed Project construction or operation would alter the course of a stream or river, as no stream or river exist onsite. Therefore, no significant adverse impacts on drainage patterns or streams or rivers are expected and this issue will not be further analyzed in the EIR.

d. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or

substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?

No Impact. See VIIIc. The proposed Project would install new storm water drainage infrastructure which will not affect the course of streams or rivers (see page 14). The existing ICTF site is largely paved. The proposed Project would have a similar amount of impermeable surface as currently exists on the ICTF site. No actions associated with the proposed Project would substantially increase either the rate or amount of surface runoff in a manner that would result in flooding on or offsite. There are no actions associated with the proposed Project that would alter the course of a stream or river, as no stream or river exist onsite. This issue will not be further analyzed in the EIR.

e. Would the Project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The existing ICTF site is largely paved and the physical modifications associated with the proposed project are within the boundaries of the existing ICTF. The proposed Project is expected to have a similar amount of impermeable surface as currently exists on the ICTF site. The proposed storm drainage infrastructure is expected to include a series of sloped, cast-in-place trench drains, or catch basins and curb inlets constructed along new the proposed new tracks. The existing 78-inch reinforced concrete main that runs from east to west in the approximate center of the ICTF drains to the Dominguez Channel and will continue to collect storm water runoff. New catch basins and curb inlets draining the northern area are expected to be connected to the existing 36-inch reinforced concrete pipe draining into the Dominguez Channel via a 7.5-foot by 10.5-foot reinforced concrete storm drain box along the eastern edge of Alameda Street. New storm drainage improvements will be designed to be consistent with the Facility's existing Los Angeles County SUSUMP, as required under the existing NPDES permit. The proposed project is not expected to substantially increase either the rate or amount of surface runoff in a manner that would impact the capacity of stormwater drainage systems or provide substantial additional sources of polluted water runoff. As discussed in VIII a, the ICTF is currently regulated through the GCASP and NPDES permits. The proposed Project would be subject to these same permitting requirements, including the requirement to develop and implement a SWPPP and use of BMPs during proposed Project construction and operations to prevent pollutants from contacting stormwater. The proposed Project is not expected to significantly impact stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, this issue will not be further analyzed in the EIR.

f. Would the Project otherwise substantially degrade water quality?

Less Than Significant Impact. The proposed Project would have a similar amount of impermeable surface as currently exists on the ICTF site. Nothing associated with proposed designs would substantially increase either the rate or amount of surface runoff in a manner that would degrade water quality. As discussed in VIII a, the ICTF is currently regulated through the GCASP and NPDES permits. The proposed Project would be subject to these same permitting requirements, including the requirement to develop and implement a SWPPP and use of BMPs during proposed Project construction and operations to prevent pollutants from contacting stormwater. No significant impacts to degrade water quality are anticipated; therefore, this issue will not be further analyzed in the EIR.

g. Would the Project place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed Project will expand and modernize the operation of an existing intermodal container facility. The proposed Project does not include placing housing in a 100-year flood hazard zone. Therefore, flood hazards are not significant and this issue will not be further analyzed in the EIR.

h. Would the Project place within a 100-year flood hazard area, structures that would impede or redirect flood flows?

No Impact. The proposed Project site is listed by the City of Los Angeles General Plan Safety Element as being located within a 100-year flood plain. New structures at the Facility would be limited to maintenance and office buildings within an industrial area. No structures would be located in an area where they would impede or redirect flood flows. No significant new flood hazard impacts are expected and this issue will not be further analyzed in the EIR.

i. Would the Project expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam?

No Impact. The proposed Project involves construction and modification within an existing industrial facility and does not include construction of any new housing within a flood hazard area. The proposed Project would not change the risk level for flooding in the surrounding area, as no dams or levees are near the proposed Project site. According to the Federal Emergency Management Agency (FEMA) Flood Data Maps for the area, and the City of Los Angeles General Plan Safety Element (City of Los Angeles, 1995), the proposed Project is not within any potential dam inundation areas. No significant adverse impacts on flooding are expected due to the proposed project; therefore, this issue will not be further analyzed in the EIR.

j. Would the Project contribute to inundation by seiche, tsunami, or mudflow?

No Impact. The proposed Project would not contribute to inundation by seiche, tsunami, or mudflow. The ICTF is located in an upland area about 1.9 miles from the POLB. The City of Los Angeles General Plan Safety Element identifies the Project site as located within areas "potentially impacted by a tsunami" (City of Los Angeles, 1994). The open harbor system would allow seismic forces to travel out to sea rather than contain them in a closed basin subject to increasing oscillations, as is characteristic of seiche activity. The proposed Project would not alter the topography or otherwise enhance the potential for adverse affects of a tsunami, if one were to impact the Southern California coast. The Ports are protected by a series of breakwaters and the ICTF is located a sufficient distance (1.9 miles) from the ocean so that impacts from seiching or a tsunami are not expected. Finally, the topography of the proposed Project site area, which is essentially flat, lacks sufficient relief to support a mudflow. No significant impacts would occur. These issues will not be further analyzed in the EIR.

Conclusion

Although the paved portion area of the ICTF is not expected to change, the additional trucks and locomotives will result in additional particulate emissions from the exhaust and tire wear from the trucks that will occur in and around the ICTF facility. This increase in particulate emissions that deposit on the paved areas has the potential to be contact stormwater. For these reasons, the proposed Project may adversely affect water quality standards or waste discharge requirements. Therefore, this issue will be further analyzed in the EIR.

IX LAND USE AND PLANNING Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Physically divide an established community?				☑
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			☑	

IX LAND USE AND PLANNING Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				☑

Checklist Response Explanation

a. Would the Project physically divide an established community?

No Impact. The new facilities associated with the proposed Project will occur within an industrial area and largely within the confines of the existing ICTF. Additional land that may be used for ICTF operations (i.e., the Watson Land property and the Desser property) are also zoned for heavy industrial uses. Implementation of the proposed Project would not physically alter residential areas, or physically split an established residential community and no significant adverse impacts on land use are expected.

b. Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by adoption of the proposed Project. Construction activities associated with the proposed Project will occur within property that is zoned for industrial land uses and currently contain industrial land uses. The proposed Project site is regulated by two separate jurisdictions: the City of Los Angeles and the City of Carson. Each designates the existing ICTF and the proposed Project site for industrial use: "Manufacturing, Heavy" for the City of Carson and "Heavy Industrial" for the POLA. The Desser and Watson Land properties are also zoned Heavy Industrial by the City of Carson. The proposed Project is consistent with the heavy industrial land use of the existing sites and the surrounding facilities, which are also heavy industrial land uses. Therefore, present or planned land uses in the region will not be affected as a result of the proposed Project. The proposed Project site is not in the Coastal Zone and will not impact a local coastal program. No significant adverse land use impacts are expected and this issue will not be further analyzed in the EIR.

c. Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The site and surrounding area are fully developed at an urban scale that mostly consists of industrial facilities and residential land uses. There are no habitat conservation or natural community conservation plans located within or adjacent to the proposed Project. This issue will not be addressed in the EIR.

Conclusion

The proposed Project impacts on land use and planning are expected to be less than significant and will not be further analyzed in the EIR.

X. MINERAL RESOURCES Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				☑
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				☑

Checklist Response Explanation

a. Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The proposed Project location has been urbanized since the early 20th century. All construction and operational activities that would occur as a result of the proposed Project will occur within the confines of existing industrial areas. The proposed Project would be consistent with the heavy industrial zoning and there are no mineral resources or operations on or near the ICTF property (California Department of Conservation, 1979). There are no provisions of the proposed Project that would result in the loss of availability of a known mineral resource of value to the

region and the residents of the state such as, but not limited to, aggregate, coal, clay, shale, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Based upon the above considerations, significant adverse mineral resources impacts are not expected from the proposed Project. This issue will not be addressed in the EIR.

b. Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As discussed in Xa above, the proposed Project site is not in any significant mineral resource areas that have been identified by the state or by the Cities of Los Angeles or Carson. No significant adverse impacts to mineral resources would occur. This issue will not be further analyzed in the EIR.

Conclusion

No impacts on mineral resources are expected from the proposed Project and therefore will not be further analyzed in the EIR.

XI. NOISE Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☑			
b.	Expose persons to or generate excessive ground borne vibration or ground borne noise levels?	☑			
c.	Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☑			
d.	Result in a substantial temporary or periodic increase in ambient noise	☑			

XI. NOISE Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	levels in the Project vicinity above levels existing without the Project?				
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the Project area to excessive noise levels?				☑
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the Project area to excessive noise levels?				☑

Checklist Response Explanation

a. Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The existing noise environment at the ICTF is dominated by mobile sources including trucks, cranes, locomotive engines, and other heavy industrial activities. Proposed Project construction activities may generate short-term increases in noise levels in the proposed Project vicinity from such activities including, but not limited to, demolition, grading, asphalting surface areas, railroad track removal and installation, and building construction. Construction activities would be phased and would occur while the ICTF is operating, thus potentially increasing the noise levels at the Facility. The construction activities will be adjacent to other industrial areas and also near the residential areas of Long Beach. Noise from these activities could exceed local or applicable noise standards. This impact is potentially significant and will be addressed in the EIR.

The proposed Project includes eliminating several pieces of noise-generating equipment and would replace others with quieter models. In particular, the RTG cranes with diesel engines will be eliminated and replaced with electric WSG cranes, resulting in a decrease in noise sources related to diesel engines powering the cranes. In addition, the elimination of 71 of the 73 yard hostlers and their back-up

safety horns are also expected to reduce the noise generated by that off-road mobile source.

The existing noise barrier that screens Long Beach residences from ICTF activities will not be affected by the proposed Project and will continue to reduce truck and train noise resulting from the proposed Project. Nonetheless, operation of the proposed Project is expected to double the truck and rail traffic in the area, which could change or increase traffic noise due to truck/rail movements and idling in the area. Operation of the proposed ICTF could also result in noise from the use of onsite heavy equipment and the movement/handling of additional containers at the site. Noise from these activities could exceed local or applicable noise standards and potentially adversely impact the adjacent residential areas in the City of Long Beach. The potential noise impacts at the Dolores Rail Yard will also be evaluated to determine if any increase in activity could result in increases in noise levels. This impact is potentially significant and will be addressed in the EIR.

b. Would the Project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Potentially Significant Impact. Proposed Project-construction activities associated with demolition, grading, asphalting surface areas, railroad track removal and replacement and building construction could all result in significant ground borne vibration and/or noise levels. Increased rail loading and unloading activities and rail ingress and egress from operation of the ICTF could also result in significant ground-borne vibration or ground-borne noise levels. There would be increased traffic, and concomitant ground-borne vibrations and noise levels, although such traffic would not be adjacent to residences. These impacts are potentially significant and will be addressed in the EIR.

c. Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Potentially Significant Impact. Operation of the proposed modified ICTF is expected to double the truck and rail traffic in the area, which could change or increase traffic noise due to truck/rail movements and idling in the area. Implementation of the proposed Project would potentially result in both short-term and long-term increases in noise levels due to construction and operation activities at the ICTF and any changes in operation at the Dolores Rail Yard that could affect adjacent communities. Of most concern regarding noise impacts are the residential portions of Long Beach adjacent to the eastern boundary of the ICTF. Noise impacts are potentially significant and will be addressed in the EIR.

d. Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Potentially Significant Impact. Noise sources in the area currently include mobile and stationary sources at the ICTF facility; industrial noise from adjacent facilities; rail traffic from the San Pedro Branch line located along the eastern boundary of the ICTF and the Alameda Corridor to the west of the ICTF; traffic along the Terminal Island Freeway and other local streets (e.g., Alameda Street and Sepulveda Boulevard). Demolition of existing facilities and construction of the proposed Project could potentially result in substantial periodic increases in noise levels associated with construction activities and construction deliveries by truck and train in the proposed Project area. Further, the proposed Project is expected to double the truck and train traffic at the proposed Project site, resulting in a potential increase in periodic noise levels. These impacts are potentially significant and will be addressed in the EIR.

e. Would the Project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. The proposed Project will be constructed within an industrial area of the Cities of Carson/Long Beach. The proposed Project is not located within the vicinity of a public airstrip, is not within 2 miles of a public airport, and is not within an airport land use plan area. The closest airport is Long Beach Airport, approximately 8 miles to the northeast of the proposed Project site. No impacts on public airports are expected and this issue will not be further analyzed in the EIR.

f. Would the Project be located within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. See XIe above. The proposed Project is not within the vicinity of a private airstrip. No impacts on a private airstrip are expected and this issue will not be further analyzed in the EIR.

Conclusion

The proposed Project impacts on noise are potentially significant and will be evaluated in the EIR.

XII. POPULATION AND HOUSING Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?				☑
b	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?				☑
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?				☑

Checklist Response Explanation

a. Would the Project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?

No Impact. The proposed Project is designed to help manage existing and projected growth in containerized cargo at the San Pedro Bay Ports by providing for increased efficiency at an existing near-dock rail loading facility. The proposed Project would not induce population growth as it is designed to handle containerized cargo. It is expected that the peak number of construction workers can be obtained from the existing labor pool. Peak construction periods will require the employment of between 100 to 150 construction workers. The proposed Project is also not expected to require an increase in the number of operational workers at the facility because of the automated nature of the new or modified equipment onsite. Substantial population growth is not expected directly or indirectly from implementation of the proposed Project and therefore will not be further analyzed in the EIR.

b. Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

b. Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project site consists of expansion and modernization of an existing ICTF. The Facility is currently operating and located within a heavy industrial area. Since the proposed Project will generally occur within the boundaries of the existing facility, it will not displace any existing housing. The proposed Project is not expected to displace substantial numbers of existing house, and thus, will not be further analyzed in the EIR.

c. Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project site consists of expansion and modernization of an existing ICTF. The Facility is currently operating and located within a heavy industrial area and is not expected to require additional workers. Similarly, it is expected that construction of the proposed Project would draw workers from the existing local labor pool. As a result, the proposed Project would not displace people, requiring the construction of new housing. A substantial number of people is not expected to be impacted from the proposed project and, therefore, will not be further analyzed in the EIR.

Conclusion

The proposed Project is not expected to impact on population and housing and, therefore, will not be further analyzed in the EIR.

XIII. PUBLIC SERVICES Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i.	Fire protection?			☑	
ii.	Police protection?				☑
iii.	Schools?				☑

XIII. PUBLIC SERVICES Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv.	Parks?				☑
v.	Other public facilities?				☑

Checklist Response Explanation

a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Less than Significant Impact? The Los Angeles City Fire Department (LAFD) currently provides fire protection and emergency services for the existing ICTF and proposed Project area. The Facility has implemented an emergency response plan that provides procedures in the event an emergency arises. Following Project completion, the Facility's emergency response plans will need to be updated to account for the new and modified facilities (e.g., the new storage tanks and elimination of existing fuel tanks, and increased number of containers, trucks, and trains). The proposed Project would expand and modernize the ICTF but would continue to handle the same types of containerized cargo, but increase the number of containerized cargo. Hazardous materials are handled at the facility and the proposed Project may increase the amount of hazardous materials handled at the ICTF. However, releases are generally handled by the facility or the owner of the material per the requirements of the emergency response plans and generally do not require City fire services. The proposed Project is not expected to require additional fire protection services and, thus, is not expected to require new or altered fire facilities to maintain acceptable service ratios or response times. The proposed Project's impact on fire protection is expected to be less than significant and will not be further analyzed in the EIR.

ii. Police protection?

No Impact. The ICTF is surrounded by fences and entry is restricted to several gates. A 24-hour security force operates at the Facility. Police protection is provided by the Port Police, as well as the Cities of Los Angeles and Carson Police

Departments. Following Project completion, the facility will remain fenced, and entry restricted with a 24-hour security force. The proposed Project is not expected to require additional police services and, thus, is not expected to require new or altered police facilities to maintain acceptable service ratios or response times. The ICTF has its own onsite security and is not anticipated to significantly increase demands on local police departments. No impact on police protection is expected from the proposed Project and the issue will not be further addressed in the EIR.

iii., iv., and v. Schools? Parks? Other Public Facilities?

No Impact. Peak construction periods will require the employment of between 100 to 150 construction workers. The local labor pool (e.g., work force) from the Southern California area is expected to be adequate to fill the short-term construction positions for the proposed Project. The proposed Project is not expected to result in any additional permanent workers at the facility or increase the local population. The proposed Project would not involve any school-related activities and would not cause an increase in the number of nearby residents such that it could impact schools, parks, or other public facilities. Thus, no impacts are expected to local schools, parks, other public facilities or government services. Noise, air quality and potential health risk impacts of the proposed Project on schools and the surrounding communities will be analyzed in other portions of the EIR.

Conclusion

The proposed Project impacts on public services are expected to be less than significant and will not be further analyzed in the EIR.

XIV. RECREATION Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				☑
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				☑

Checklist Response Explanation

a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. No recreation impacts associated with the proposed ICTF Project were identified for the following reasons. The proposed Project does not involve the use of, or direct impacts to, any existing parks or recreational facilities. Thus, no impacts are expected to recreational facilities and the proposed Project would not result in deterioration of recreational facilities. This issue will not be further analyzed in the EIR.

b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed Project will require additional construction workers. These workers are expected to come from the large labor pool in Southern California. The proposed Project is not expected to result in additional permanent workers at the facility or increase the local population. The proposed Project does not involve the use of, or direct impacts to, any existing parks or recreational facilities. Thus, no impacts are expected to recreational facilities and the proposed Project would not require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. This issue will not be further analyzed in the EIR.

Conclusion

No recreational impacts are expected, thus this issue will not be further analyzed in the EIR.

XV. TRANSPORTATION Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or	☑			

XV. TRANSPORTATION Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	congestion at intersections)?				
b.	Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	☑			
c.	Result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				☑
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections), or incompatible uses (e.g., farm equipment)?	☑			
e.	Result in inadequate emergency access?				☑
f.	Result in inadequate parking capacity?				☑
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				☑

Checklist Response Explanation

a. Would the Project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

Potentially Significant Impact. During the construction phase, the proposed project will increase traffic at the ICTF by an estimated 100 to 150 construction workers, plus additional trips to deliver construction materials. Construction activities are phased and will occur while the existing ICTF continues to operate. Construction activities will introduce additional vehicle and truck traffic into the surrounding streets. Large pieces of equipment that may be brought into the Facility may require special transportation needs (e.g., electric WSG cranes and permits to transport on

roadways, if applicable). Therefore, construction traffic impacts associated with the proposed Project are potentially significant and will be evaluated in the EIR.

Once construction activities are complete, the proposed Project is expected to double the cargo containers that move through the ICTF. Therefore, the proposed Project would cause an increase in truck traffic on existing major traffic arteries in the proposed Project area. Increased vehicular movement on these major arteries would further occur during operation of the modified ICTF due to an estimated increase in truck traffic of about 1.1 million one-way truck trips per year (for a total of about 2.2 million trips per year) to and from the facility. The proposed Project could adversely affect volume-to-capacity ratios at local intersections; therefore, these impacts are potentially significant.

The EIR will analyze the proposed Project traffic volumes before, during and after construction in relation to road capacities. The EIR will also consider the regional effects of truck traffic on area highways, such as the Long Beach Freeway (I-710) and the Terminal Island Freeway (I-103), including any potential reduction in truck traffic due to consolidation of truck/rail trips as a result of the proposed Project. Further, the EIR will evaluate whether an alternative means of access to the ICTF would reduce identified potentially significant traffic impacts to the local community.

Development of a new ICTF gate at Alameda Street will alter traffic flow by the use of Alameda Street as a main conduit between the ICTF and the Ports. The new Alameda Street gate will serve as the truck entrance to the ICTF, while truck traffic will exit at the Sepulveda Boulevard gate. By designating Alameda Street as the required route between ICTF and the Ports, the proposed Project would limit the number of left-hand truck-turning movements onto Sepulveda Boulevard associated with trucks returning to the Ports. Subject to obtaining any necessary public agency approvals, UP will eliminate the left-turn signal light and post “no left turn” signs at the ICTF outbound Sepulveda Gate to prevent left-turns onto Sepulveda Boulevard. In addition, the need for mitigation on local streets and intersections (e.g., signal improvements or modifications) and the potential impact of mitigation measures will also be evaluated in the EIR.

The proposed Project is expected to increase the rail traffic to/from the ICTF from about 4,745 rail trips per year to 9,490 rail trips per year. The increase in rail traffic is potentially significant and will be evaluated in the EIR. Existing train routes to and from the ICTF, the Dolores Rail Yard and the Ports are not expected to change as a result of the proposed Project.

b. Would the Project exceed, either individually or cumulatively, a level-of-service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. Due to increased surface street traffic on major traffic arteries, the proposed Project could result in traffic exceeding a level-of-service standard for congestion management program intersections in the Ports area. Cumulative traffic impacts of the proposed Project and other nearby Projects in the area are also potentially significant. Traffic impacts are potentially significant and will be addressed in the EIR. In addition, the EIR will evaluate whether an alternative means of access to the ICTF would reduce potentially significant traffic impacts to the local community.

c. Would the Project result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed Project would not result in changes in vessel traffic levels or patterns that could result in substantial safety risks. The proposed Project will help to improve the handling of containerized cargo in the Port area and handle the increased growth in containerized cargo. However, the proposed Project is not expected to result in a change in vessel patterns or an increase in vessel traffic. No impacts on vessel traffic are expected and this issue will not be addressed in the EIR.

d. Would the Project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The proposed Project is expected to double the cargo containers that move through the ICTF and increase the truck and rail traffic in the vicinity of the ICTF. The proposed Project is expected to result in increased traffic on existing streets in the proposed Project area, which could increase hazards at pedestrian crossings. A traffic study will be prepared for the proposed Project that will address traffic hazards (including potential pedestrian impacts) as part of the ICTF access analysis. Design features that may create hazards to vehicle ingress and egress will also be addressed. In addition, the need for mitigation of significant impacts on local streets and intersections and the potential impact of mitigation measures also will be evaluated. These issues are potentially significant will be addressed in the EIR.

e. Would the Project result in inadequate emergency access?

No Impact. Emergency access to the area occurs along major thoroughfares in the proposed Project site area (e.g., Sepulveda Boulevard and Alameda Street). These thoroughfares would not be altered by the proposed Project. Emergency access to the ICTF will continue to be provided without interruption during construction and operational activities. The proposed project will result in the construction of a new

entrance along Alameda Street and provide a new access to the ICTF, which could be used to provide emergency access to the ICTF facility. These issues will not be addressed in the EIR.

f. Would the Project result in inadequate parking capacity?

No Impact. Parking for construction workers is expected to be provided within the existing ICTF and sufficient onsite parking is available so no adverse impacts on parking are expected during the construction phase. The proposed Project is not expected to result in an increase in workers so that no increase in parking is required during Project operation. Parking spaces would be established onsite for employees and trucks arriving and departing the ICTF. No adverse parking impacts are expected and the issue will not be further analyzed in the EIR.

g. Would the Project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed Project would not conflict with adopted policies supporting alternative transportation. No barriers to pedestrian or bicycle circulation would occur. The proposed Project would comply with all policies regarding alternative transportation. This issue will not be further analyzed in the EIR.

Conclusion

The proposed Project impacts on traffic and circulation are potentially significant and will be evaluated in the EIR.

XVI. UTILITIES AND SERVICE SYSTEMS Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				☑
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the				☑

XVI. UTILITIES AND SERVICE SYSTEMS Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	construction of which could cause significant environmental effects?				
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				☑
d.	Have sufficient water supplies available to serve the Project from existing entitlements and resources, or would new or expanded entitlements be needed?				☑
e.	Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Projected demand of the Project in addition to the provider's existing commitments?				☑
f.	Be served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the Project?				☑
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				☑
h.	Impact on Other Utilities	☑			

Checklist Response Explanation

a. Would the Project exceed wastewater treatment requirements of the applicable regional water quality control board?

No Impact. Wastewater treatment services are provided to the ICTF by the LADWP. LADWP is responsible for supplying, conserving, treating, and distributing water for domestic, industrial, agricultural, and firefighting purposes within the City of Los Angeles. The expansion and modernization of the ICTF would occur at a facility that already exists and is within an area of existing industrial facilities. The proposed Project is not expected to require a substantial increase in water use or generate additional wastewater by the Facility. Wastewater from the ICTF is limited to wastewater from the administration buildings. No increase in employees or substantial increase in wastewater generation is expected. Therefore, no impacts on wastewater treatment requirements are expected and this issue will not be further analyzed in the EIR.

b. Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?; and

No Impact. Please refer to the discussion in XVIa above. The proposed Project is not expected to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities and, therefore, will not be further analyzed in the EIR.

c. Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The existing storm drain system will continue to convey runoff to an existing 78-inch reinforced concrete main that runs from east to west near the center of the ICTF and drains to the Dominguez Channel. New catch basins and curb inlets constructed in the northern portion of the ICTF will convey runoff to an existing reinforced concrete storm drain box along the eastern edge of Alameda Street. The flow will continue via an existing 36-inch reinforced concrete pipe and will drain into the Dominguez Channel. All new storm drainage improvements will comply with the ICTF's existing Los Angeles County SUSUMP, as required by its existing NPDES permit. The proposed Project is not expected create additional stormwater runoff, as there will be no increase in impervious surface area associated with the proposed Project. Therefore, no changes to or increases in stormwater are expected due to the proposed Project. This issue will not be further analyzed in the EIR.

d. Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. Potable water is provided to the ICTF by the LADWP. LADWP is responsible for supplying, conserving, treating, and distributing water for domestic, industrial, agricultural, and firefighting purposes within the City of Los Angeles. The proposed ICTF Project will occur at a facility within an area of existing industrial facilities. Water use during construction activities associated with the proposed Project is expected to be limited to water for dust-suppression activities. No substantial increase in water demand is expected for the operation of the proposed Project, as water use is generally limited to the worker use within the administration buildings and no increase in workers is expected. LADWP will continue to provide drinking water and wastewater disposal services. Therefore, no impacts on potable water or wastewater treatment facilities are expected. This issue will not be further analyzed in the EIR.

e. Has the wastewater treatment provider, which serves or may serve the Project, determined that it has adequate capacity to serve the Projected demand of the Project in addition to the provider's existing commitments?

No Impact. Please refer to the discussion in XVIa above. The proposed Project is not expected to impact the wastewater treatment provider and therefore will not be further analyzed in the EIR.

f. Is the Project served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the Project?

Less Than Significant Impact. Construction activities associated with the proposed Project are expected to generate additional waste material associated with the removal of concrete and equipment. Concrete is expected to be sent to an onsite crushing plant where it will be recycled into useable product and will not adversely impact landfill capacity. Equipment that will be removed, such as hostlers and RTG cranes, is expected to be sold or taken to another site for use or would be scrapped for their metal content. Although the specific use or fate of the equipment may not be known at this time, the equipment would not be sent to a landfill because it has monetary value as usable equipment or scrap metal and thus, will not impact landfill capacity. Solid waste in the form of construction debris and railroad ties could also be generated during the construction phase.

As of January 2006, the total remaining permitted Class III landfill capacity in Los Angeles County is about 104 million tons (see Table 2.3). Based on the 2005 approximate average disposal rate of 31,000 tons per day (tpd) (6-day week), excluding waste being imported to the County, the LACDPW anticipates that landfill capacity in the county could be exceeded in approximately 10.8 years (LACDPW, 2007).

TABLE 2.3

LOS ANGELES COUNTY LANDFILL STATUS

LOS ANGELES COUNTY	Total Waste Disposed 2005 (tons)	2005 Average Tons per Day (tpd)	Average Tons per 6 Day Week	Permitted tons/day	Remaining Permitted Capacity (million tons) (as of 1/01/06)	Estimated Life Or Year of Closure[1]
CLASS III LANDFILLS						
Antelope Valley #1	371,000	1,189	7,134	1,400	10.21	26 years
Bradley[2]	270,000	864	5,184	10,000	0.09	Closed 4/07
Burbank (Burbank use only)	42,000	133	798	240	3.00	2053
Calabasas (Calabasas Watershed use only)	553,000	1,772	10,632	3,500	8.81	15 years
Chiquita Canyon	1,549,000	4,965	29,790	6,000	13.74	8 years
Lancaster	469,000	1,503	9,018	1,700	17.66	5 years[3]
Pebbly Beach (Avalon)	3,000	10	60	49	0.10	2033
Puente Hills #6	3,913,000	12,543	73,518	13,200	32.30	7 years
Scholl Canyon (Scholl Canyon Watershed use only)	453,000	1,452	8,712	3,400	6.80	14 years
Sunshine Canyon (County)	1,411,000	4,521	27,126	6,600	1.95	1 year[4]
Sunshine Canyon (City) [5]	571,000	1,831	10,986	5,500	5.33	4 years[4]
Savage Canyon - Whittier	92,000	294	1,764	350	4.60	2025
TOTALS	**9,697,000**	**31,077**	**184,722**	**51,939**	**104.59**	
UNCLASSIFIED LANDFILLS						
Azusa Land Reclamation Co.	164,000	460	2,760	6,500	36.54[6]	2025[7]
Peck Road Gravel Pit	6,000	18	108	1,210	9.79	Closed 1/08[7]

LOS ANGELES COUNTY	Total Waste Disposed 2005 (tons)	2005 Average Tons per Day (tpd)	Average Tons per 6 Day Week	Permitted tons/day	Remaining Permitted Capacity (million tons) (as of 1/01/06)	Estimated Life Or Year of Closure[(1)]
TOTALS	**170,000**	**478**	**2,868**	**7,710**	**46.33**	
TRANSFORMATION FACILITIES						
Commerce Refuse to-Energy Facility	101,000	325	1,950	1,000	466.64	15 years[(8)]
Southeast Resource Recovery Facility	484,000	1,487	8,922	2,240	1,602.45	15 years[(8)]
TOTALS	**585,000**	**1,812**	**10,872**	**3,240**	**2069.09**	

Sources: CIWMB web site: www.ciwmb.cs.gov/SWIS; 2005 Annual Report, LAC Countywide Integrated Waste Management Plan, LACPDW, June 2007 (LACDPW, 2007).

Notes: (1) As January 1, 2007 as cited in LACPDW, 2007; (2)The Bradley landfill closed in April 2007; (3) Current CUP expires in August 2012; (4) On 2/6/07,the Board of Supervisors approved a new CUP establishing a 30-year life. Provided certain conditions are met, the total available capacity of the combined landfills is 74.3 million tons; (5) City of LA portion opened July 2005, currently operating at 4,400 tpd; (6) By Court order, on 10/2/96, the RWQCB ordered the Azusa Land Reclamation Landfill to stop accepting MSW. Permitted daily capacity of 6,500 tpd consists of 6,000 tpd of refuse and 500 tpd of inert waste. Facility currently accepts inert waste only; (7) per CIWMB web site: www.ciwmb.cs.gov/SWIS; (8) Assumed to remain operational during the 15-year planning period, LACPDW, 2007, Appendix E-2.1.

The total remaining permitted inert waste capacity in Los Angeles County was estimated at approximately 46 million tons. Los Angeles County is planning two new inert waste facilities in Irwindale (United Rock Pit #3 and Irwindale Rock Plant D.S.). There is expected to be adequate disposal capacity at unclassified landfills and no inert landfill crisis currently exists. There are currently two waste-to-energy facilities (i.e., incinerators) in Los Angeles County with a combined permitted daily capacity of 1,800 tons (6-day week). It is expected that these two facilities will operate at their current permitted daily capacity until the equipment life of the waste-to-energy facilities (incinerators) is exhausted (LACDPW, 2007).

The existing landfill capacity is expected to be sufficient to handle the potential increase in solid waste generated by construction activities associated with the ICTF, as waste would not be generated on a long-term basis. Once construction is complete, construction wastes would no longer be generated.

Solid waste generation from the operation of the proposed Project would not be significant, as the proposed Project's purpose is to accommodate future increased loading and unloading of containers, and significant solid waste generation activities have not been proposed nor are anticipated in connection with the proposed Project. Existing solid waste from the ICTF is transferred to local landfills and no substantial increase in the generation of hazardous or solid waste is expected. This issue will not be further analyzed in the EIR.

Hazardous Waste - Construction activities are not expected to generate significant quantities of hazardous waste. However, hazardous waste could be generated if contaminated soils were encountered or if contaminated materials required disposal (e.g., railroad ties).

There are two hazardous waste (Class I) facilities in California: the Chemical Waste Management Inc. (CWMI) Kettleman Hills facility in King's County, and the Safety-Kleen facility in Buttonwillow in Kern County. Kettleman Hills receives an average of 2,700 tpd and has an estimated 2 million cubic yard (cy) capacity. The facility is expected to continue receiving wastes for approximately 3 years without an expansion or 25 years with an expansion. The facility operators are in the process of obtaining permits for expansion that would increase the landfill's life by another 5 years. The facility operators would then seek a permit for development of a new landfill with a 15-year life (email communication, Fred Paap, Chemical Waste Management Inc.). Buttonwillow receives approximately 960 tpd of hazardous waste and has an approximate remaining capacity of 8.8 million cy. The expectant life of the Buttonwillow Landfill is approximately 40 years (Personal communication, Marianna Buoni, Clean Harbors Buttonwillow, Inc.).

Hazardous waste also can be transported to permitted facilities outside of California. The nearest out-of-state landfills are U.S. Ecology, Inc., located in Beatty, Nevada; USPCI, Inc., in Murray, Utah; and Envirosafe Services of Idaho, Inc., in Mountain Home, Idaho. Incineration is provided at the following out-of-state facilities: Aptus, located in Aragonite, Utah and Coffeyville, Kansas; Rollins Environmental Services, Inc., located in Deer Park, Texas and Baton Rouge, Louisiana; Chemical Waste Management, Inc., in Port Arthur, Texas; and Waste Research & Reclamation Co., Eau Claire, Wisconsin.

The proposed Project may generate hazardous waste from construction activities. There are sufficient hazardous waste facilities available to handle the potential waste generated during construction activities. Operation of the facility is not expected to

result in an increase in hazardous waste generation. Therefore, no significant impacts to hazardous waste disposal facilities are expected due to the operation of the proposed project modifications and this issue will not be further analyzed in the EIR.

g. Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The proposed Project would comply with all federal, state, and local regulations pertaining to the disposal of solid waste, including Chapter VI, Article 6, Garbage, Refuse Collection, of the City of Los Angeles Municipal Code; Part 13, Title 42, Public Health and Welfare, of the California Health and Safety Code; and Chapter 39, Solid Waste Disposal. The proposed Project would also comply with the California Solid Waste Management Act (AB939), which requires each city in the state to divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Because the proposed Project would implement and be consistent with the procedures and policies detailed in these codes, impacts associated with consistency related to laws pertaining to solid waste disposal would result in no impact. This issue will not be further analyzed in the EIR.

h. Other Impacts

Potentially Significant Impact. The ICTF receives electricity from: (1) LADWP via two separate lines supported on poles terminating south of the Facility and north of Sepulveda Boulevard; and (2) SCE via an overheard 12.5 kV distribution line terminating north of Sepulveda Boulevard on a riser pole east of the Dominguez Channel. Six substations are located throughout the ICTF serving various structure and container refrigeration requirements. The proposed ICTF is expected to require an additional 30 MW of electricity to operate the electric WSG cranes and transportation refrigeration units, as well as other facilities operations. The increase in electrical use is potentially significant and the ability of the local utilities to supply the increased electricity will be evaluated in the EIR.

Conclusion

The proposed Project impacts on utilities and service systems are expected to be less than significant for all utilities, except electricity. The potential impacts of the increased use in electricity will be evaluated in the EIR.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE Would the Project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				☑
b.	Does the Project have impacts that are individually limited but cumulatively considerable? Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Project, the effects of other current Project, and the effects of probable future Project.)	☑			
c.	Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☑			

Checklist Response Explanation

a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. As shown in Section IV – Biological Resources and Section V – Cultural Resources of this environmental checklist evaluation, the

proposed ICTF Project is not expected to reduce or eliminate any plant or animal species or destroy prehistoric records of the past. The ICTF is an existing industrial facility that has been previously graded. No biological resources are located onsite and the proposed Project is not expected to extend into biologically sensitive areas. Past disturbance of the site to build the existing ICTF did not uncover any evidence of cultural resources. As a result, it is expected that the proposed Project will not uncover cultural resources or extend into culturally sensitive areas. The proposed Project would not otherwise degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history because these are not currently located at the ICTF site. The proposed Project is not expected to eliminate important periods of prehistory, so that no significant adverse impacts are expected.

b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Project, the effects of other current Project, and the effects of probable future Project.)

Potentially Significant Impact. The proposed Project may result in cumulatively considerable impacts in the areas of aesthetics, air quality, hazardous and hazardous materials, noise, transportation/traffic, and electric utilities. Several other development projects are currently under construction, including another planned ICTF proposed by BNSF south of the ICTF and refinery-related projects, are planned, or have recently been completed in the vicinity of the proposed Project. For example, the combined air quality impacts from the construction and operation of these other facilities may be cumulatively significant on humans. Similarly, localized traffic impacts in the proposed Project area could also combine with existing traffic and noise in the area to create potentially significant cumulative impacts. Cumulative impacts will be addressed in the EIR.

c. Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed Project may cause substantial adverse effects on human beings associated with Project-related noise, traffic, hazardous materials and air quality. Incorporation of mitigation measures that may be identified in the EIR would minimize potential adverse effects on human beings to the maximum extent feasible. Several other development Projects are currently under construction, including another planned intermodal container facility proposed

by BNSF south of the ICTF and refinery-related projects, are planned, or have recently been completed in the vicinity of the proposed Project. Similarly, localized traffic impacts in the proposed Project area could also combine with existing traffic and noise in the area to create potentially significant cumulative impacts. The potential effects of the proposed Project on human beings will be evaluated in the EIR.

Chapter Three
References, Acronyms, and Glossary

3.0 References

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3.1 Acronyms

ABBREVIATION	DESCRIPTION
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe
CAAP	Clean Air Action Plan
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHE	Cargo Handling Equipment
CY	Cubic Yards
EIR	Environmental Impact Report
GCASP	General Construction Activities Storm Water Permits
GHGs	greenhouse gas emissions
HCP	Habitat Conservation Plan
HDVs	Heavy-Duty Vehicles
ICTF	Intermodal Container Transfer Facility
JPA	Joint Powers Authority
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles City Fire Department
LNG	liquefied natural gas
MW	Megawatt
MY	model year
NCCP	Natural Communities Conservation Plan
NPDES	National Pollutant Discharge Elimination System

NOP	Notice of Preparation
NOx	nitrogen oxide
OASIS	Optimization Alternatives Strategic Intermodal Scheduler
POLA	Port of Los Angeles
POLB	Port of Long Beach
PM2.5	particulate matter less than 2.5 microns in diameter
PM10	particulate matter less than 10 microns in diameter
Project	ICTF Expansion and Modernization Project
ROG	reactive organic gases
RTG	Rubber Tired Gantry
SCAB	South Coast Air Basin
SCE	Southern California Edison
SCAQMD	South Coast Air Quality Management District
SCIG	Southern California International Gateway Project
SUSUMP	Standard Urban Stormwater Mitigation Plan
TOS	Terminal Operating System
ULSD	ultra low sulfur diesel
UP	Union Pacific Railroad Company
U.S.EPA	United States Environmental Protection Agency
VOC	volatile organic compounds
WSG	Wide-Span Gantry

3.2 Glossary

TERM DEFINITION

TERM	DEFINITION
Alameda Corridor	A 20-mile long cargo expressway that opened in 2002 for cargo carrying train traffic moving between the Ports and the transcontinental rail network based near downtown Los Angeles.
Ambient Noise	The background sound of an environment in relation to which all additional sounds are heard.
dBA	The decibel (dDB) is one tenth of a bel where one bel represents a difference in noise level between two intensities I1, I0 where one is ten times greater than the other. (A) indicates the measurement is weighted to the human ear.
Drayage	Transportation of containerized cargo by trucks between ports and inland locations in intermodal freight transport.
hostlers	At ICTF, hostlers are diesel-powered off-road equipment that transports containers from storage areas to loading areas (similar to container trucks) and vice versa.
ICTF	Near-dock railyard located approximately 5 miles from the Ports for handling marine cargo containers between the Ports and major railyards near downtown Los Angeles.
Ladder	This is a series of sidings parallel to each other with a set of linked switches for access.
Lead Track (Yard Lead)	The portion of track before the yard ladder used to assemble the train.
Paleontological	Prehistoric life.
Peak Hour	This typically refers to the hour during the morning (typically 7 AM to 9 AM) or the evening (typically 4 PM to 6 PM) in

TERM	DEFINITION
	which the greatest number of vehicles trips are generated by a given land use or are traveling on a given roadway.
Reefer	Refrigerated containers.
Seiches	A vibration of the surface of a lake or landlocked sea that varies in period from a few minutes to several hours and which may change in intensity.
Switching	Trains being guided from one railway track to another at a railway junction.
Top Pick	Crane-type equipment used to pick up and move containers.
Turnout	Areas in the track that permit a train to cross from one line to another.
Unit Train	Train with a single cart type and a single destination.

APPENDIX A

List of Addresses for Property Owners in the Primary Project Area and Potential Operations Areas for Affected Property Owners/Lessees

Vopak	2000 West Loop South, Ste. 2200 Houston, TX 77027
Praxair	39 Old Ridgebury Road Danbury, CT 06810
Fast Lane Transportation	2400 E. Pacific Coast Highway Wilmington, CA 90744
California Carbon	2825 E. Grant St. Wilmington, CA 90744
Alameda Corridor Maint. Facility	445 S. Figueroa St., 31st Fl. Los Angeles, CA 90071-1602
California Sulphur	2250 E. Pacific Coast Highway Wilmington, CA 90744
K&R Transportation, Inc.	3545 Long Beach Blvd., 5th Floor Long Beach, CA 90807
Three Rivers Trucking, Inc.	2300 W. Willow Street Long Beach, CA 90810
L.A. Harbor Grain Terminal	2422 E. Sepulveda Blvd. Long Beach, CA 90810
San Pedro Forklift	1861 N. Gaffey St., Ste. E San Pedro, CA 90731
California Multimodal Inc.	2875 Temple Avenue Signal Hill, CA 90755
Total Intermodal Services	2396 E. Sepulveda Blvd. Long Beach, CA 90810
Flexi-Van	251 Monroe Avenue Kenilworth, NJ 07033
Genobia Turner	1428 E. Gladwick St. Carson, CA 90746-3804
Global Oil Production LLC	2209 E. I St. Wilmington, CA 90744-4037
Gonzalo & Ramiro Venegas	1046 N. Banning Blvd. Wilmington, CA 90744-4604
Harbor Oil Co., Inc.	342 Madison Avenue New York, NY 10173-0002
John C. Taylor	P.O. Box 15271 Long Beach, CA 90815-0271
LA City	400 S. Main St., 8th Floor Los Angeles, CA 90013-1314

LA City Harbor Depart	425 S. Palos Verdes Street San Pedro, CA 90733-0151
LA Co. Flood Control Dist.	500 W. Temple St., Ste. 754 Los Angeles, CA 90012-2700
Livingston Graham, Inc.	16080 Arrow Hwy Irwindale, CA 91706-6601
City of Long Beach	P.O. Box 570 Long Beach, CA 90801-0570
Marcus Mo	2545 Loma Vista Drive Alhambra, CA 91803-4336
Moises Rugerio	914 Farragut Avenue Wilmington, CA 90744-4076
Pamela Andrisani	8701 Remick Avenue Sun Valley, CA 91352-2935
Southern California Edison Co	P.O. Box 800 Rosemead, CA 91770
Watson Land Co	22010 Wilmington Ave., Suite 400 Carson, CA 90745-4372
California Cartage Corporation	3545 Long Beach Blvd., 5th Floor Long Beach, CA 90807
Mortimer & Wallace, Inc.	2422 E. Sepulveda Blvd. Long Beach, CA 90810
City of Long Beach	333 West Ocean Boulevard Long Beach, CA 90802
Alameda Corridor Trans. Authority	One Civic Plaza, 3rd Floor Carson, CA 90745
Balfour Beatty	1017 Foote Avenue Wilmington, CA 90744
Berg & Associates	1017 Foote Avenue Wilmington, CA 90744
B & H Fabricators, Inc.	830 Sampson Avenue Wilmington, CA 90744
Italian Home Marble & Granite	824 Schley Avenue Wilmington, CA 90744-4058
Corpus Truck Repair	906 Schley Avenue Wilmington, CA 90744-4060

Lupes Auto Sales	918 Schley Avenue Wilmington, CA 90744-4060
AJC Sandblasting, Inc.	932 Schley Avenue Wilmington, CA 90744-4060
Ricardos Auto Dismantling	815 MacDonough Avenue Wilmington, CA 90744-4047
El Cid Auto Sales	819 MacDonough Avenue Wilmington, CA 90744-4047
Silva Auto Sales & Wrecking	818 MacDonough Avenue Wilmington, CA 90744-4048
Lovos Auto Dismantler	818 MacDonough Avenue Wilmington, CA 90744-4048
Olmedo Auto Service	828 MacDonough Avenue Wilmington, CA 90744-4048
Wilmington Marine Salv & Whl	822 Cushing Avenue Wilmington, CA 90744-4014
D & R	1040 Cushing Avenue Wilmington, CA 90744-4018
Berg & Associates. Inc.	1017 Foote Avenue Wilmington, CA 90744-4004
Marta Track Constructor	1017 Foote Avenue Wilmington, CA 90744-4004
LG Auto Dismantling	1001 Foote Avenue Wilmington, CA 90744-4004
Chicos Auto Wrecking	905 Farragut Avenue Wilmington, CA 90744-4075
G&G Auto Dismantling	905 Farragut Avenue Wilmington, CA 90744-4075
Delmy U Auto SLS & Dismantling	930 Farragut Avenue Wilmington, CA 90744-4076
Sibrian Trucking	1008 Farragut Avenue Wilmington, CA 90744-4074
H.J. Baker	1001 Schley Avenue Wilmington, CA 90744-4077
Occupant	814 Sampson Avenue Wilmington, CA 90744-4056
Occupant	940 Schley Avenue Wilmington, CA 90744-4060

Occupant	825 Schley Avenue Wilmington, CA 90744-4057
Occupant	815 Schley Avenue Wilmington, CA 90744-4057
Occupant	829 MacDonough Avenue Wilmington, CA 90744-4047
Occupant	831 MacDonough Avenue Wilmington, CA 90744-4047
Occupant	820 MacDonough Avenue Wilmington, CA 90744-4048
Occupant	814 MacDonough Avenue Wilmington, CA 90744-4048
Occupant	903 MacDonough Avenue Wilmington, CA 90744-4049
Occupant	915 MacDonough Avenue Wilmington, CA 90744-4049
Occupant	902 Foote Avenue Wilmington, CA 90744-4008
Occupant	815 Foote Avenue Wilmington, CA 90744-4002