



ICTF Modernization and Expansion Project

Public Scoping Meeting

February 11, 2009

Overview of CEQA

- The California Environmental Quality Act (Pub Res C §§21000-21177), commonly referred to as CEQA, was adopted in 1970
- CEQA specifically requires that lead agencies:
 - ▶ Inform themselves about the environmental effects of their proposed actions
 - ▶ Carefully consider all relevant information before they act
 - ▶ ***Give the public an opportunity to comment on the environmental issues***
 - ▶ Avoid or reduce significant environmental impacts when it is feasible to do so



EIR Process

The EIR Process includes the following steps:

- Consultation and scoping process to identify the major issues to be identified and analyzed in the EIR
- Prepare/circulate NOP/IS
- Conduct Public Scoping Meeting
- Prepare DEIR
- Circulate for comments (45-60 days)
- Conduct public hearing
- Evaluate and Respond to comments
- Prepare FEIR (consists of DEIR plus comments and responses and revisions to DEIR made in response to comments)
- Present to Lead Agency Board of Directors to:
 - ▶ Certify
 - Approve
 - Not approve



Scoping process

- NOP/IS circulated for agency and public review
- Scoping meeting held
- Comments from agencies and public are used to focus the analysis contained in the DEIR



ICTF Project Location/Background

- Located at 2401 East Sepulveda Boulevard, approximately 5 miles from the SPB Ports at the end of the “Terminal Island Freeway”
- 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.



ICTF Project Location/Background

(continued)

- ICTF 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 for a total of 237 acres.
- The ICTF was specifically designed to provide near-dock infrastructure required to handle the international container shipping demand and to enhance the flow of container traffic through the POLA and the POLB.



Proposed Project

- Construction of the proposed Project would be phased in seven stages over the course of approximately 3 to 4 years.
- 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 Project would increase existing truck traffic, currently estimated to be about 1.1 million one-way truck trips per year to approximately 2.268 million one-way truck trips per year.



Proposed Project (continued)

- The Project would increase the number of annual rail trips from 4,745 to approximately 9,490.
- The Project would increase container-handling capacity by reconfiguring existing tracks, 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.
 - ▶ Electric WSG cranes can service several loading tracks and shuttle containers between container stacks and adjacent loading tracks more efficiently than existing equipment, and reduce air emissions associated with the use of diesel fuel.



Schedule

- NOP Published 01/09/09
- NOP Public Review Period 01/09/09-
2/25/09
- NOP Public Scoping Meeting 02/11/09
- DEIR Public Review Period July – August
2009
- DEIR Public Meeting August 2009



Outreach and Comments

- Main Website: www.ICTF-JPA.org
 - ▶ Calendar, Notices, Meetings
 - ▶ Sign Up for E-mail Notification List
 - ▶ Proposed Project Documents
 - ▶ Background Materials
- Comments/Questions
 - ▶ Greg Alexander (562) 740-1069
 - ▶ info@ictf-jpa.org



ICTF Modernization and Expansion Project

Comment Period

February 11, 2009



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