

**DATE:** February 12, 2008

**TO:** Governing Board, Intermodal Container Transfer Facility Joint Powers Authority

**FROM:** Sam A. Joumbat, Acting Executive Director

**SUBJECT: Intermodal Container Transfer Facility (ICTF) Modernization Project –  
Application for Development Project (ADP)**

### **Summary**

The Union Pacific Railroad (UP) has submitted to the Intermodal Container Transfer Facility Joint Powers Authority (JPA) an Application for Development Project (ADP) for the Intermodal Container Transfer Facility (ICTF) Modernization Project. The JPA's Acting Executive Director and General Counsel, along with staff from the Ports of Los Angeles (POLA) and Long Beach (POLB), have reviewed the ADP and have deemed the application to be complete. This application is hereby presented to the Governing Board of the Intermodal Container Transfer Facility Joint Powers Authority (Board) for informational purposes.

### **Recommendation**

This item is for information only. No board action is requested at this time.

### **Discussion**

1. On March 30, 2007, the Union Pacific Railroad (UP) submitted its first application to the Port of Los Angeles (POLA) for the ICTF Modernization Project. In its April 27, 2007 letter of response to the UP, the POLA informed the UP that the ICTF JPA, not the POLA, was the appropriate public lead agency for the ICTF Project under the California Environmental Quality Act (CEQA) and the Permit Streamlining Act (PSA).
2. On May 21, 2007, the UP re-submitted its application to the JPA. In its June 18, 2007 response letter to the UP, the JPA deemed that application incomplete due to certain preliminary project information requested in the JPA's Application for Development Project Approval not being provided. The JPA planning and engineering staff met with UP staff on August 15, 2007, reaching a consensus regarding what specific project information was outstanding.
3. On December 26, 2007, the UP resubmitted the ICTF Modernization Project ADP that included additional information missing from the previous transmittal. This included a health risk assessment for baseline conditions,

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conformity to the Ports' Clean Air Action Plan, traffic and circulation information, greenhouse gas (GHG) and construction emissions information, use and on site storage of alternative (non-diesel) fuels, and other requested data.

4. The ICTF JPA Acting Executive Director, Sam Joumbat, and General Counsel, Thomas Russell, met with staff from both the POLB and the POLA, reviewed and discussed the ADP, and based on staff recommendations determined it was sufficiently complete to be accepted.
5. The existing ICTF is not designed to accommodate the projected increase in Port container traffic. This proposed ICTF modernization will increase throughput capacity from the current average of 725,000 to an estimated 1.5 million containers annually while modernizing existing equipment and operating methods, increasing efficiencies, reducing existing and future adverse environmental impacts, and helping sustain future growth and economic attractiveness of the Ports.
6. The proposed project includes decreasing the facility footprint from 233 acres to 177 acres, increasing from 6 loading tracks to 12, removal of 71 diesel-fueled yard hostlers, eliminating rubber tire gantry cranes, initiating the use of 39 electric powered Wide Span Gantry (WSG) cranes, and increasing to two access gates. Annual one-way truck trips are expected to increase from 1,087,086 to 2,268,000, and annual rail trips from 4,745 to 9,490. Union Pacific intends to fund the majority, if not all, of the Project's costs by private means.
7. The ICTF JPA and both POLB and POLA staff have reviewed the options for processing this ADP and have summarized them in Transmittal Number 3 - ADP Processing Options - attached to this report.

### **Environmental Assessment**

This informational presentation regarding an application for development project is an administrative activity with no effect upon the environment. Any environmental review of the ICTF Modernization Project will be done according to law.

### **Economic Impact**

According to the applicant the ICTF Modernization Project will create from 100 to 150 full time equivalent construction jobs over the course of its 36 month construction period.

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Long-term facility operations jobs will decline 80 from the current 478 to 398. This figure does not take into account a probable increase in trucking and train operations jobs that would come from this completed facility.

### **Financial Impact**

This informational Board item will have no financial impact upon the JPA. UP paid a \$500 ADP filing fee to help offset processing expenses. The UP has indicated in their ADP that the costs associated with this project will likely be borne by the UP through private means.

### **Transmittals**

1. Union Pacific Railroad ICTF Modernization ADP
2. ICTF JPA letter accepting the ADP for the ICTF Modernization Project
3. ADP processing options

Sam A. Joumbat  
Acting Executive Director

# ADP Board Processing Options Flow Chart

