

Final EIR Errata: Southern California International Gateway (SCIG) Project

On February 22, 2013, the Los Angeles Harbor Department (Port) released a Final Environmental Impact Report (Final EIR) for the Southern California International Gateway (SCIG) Project and the Mitigation Monitoring Report (MMRP) for the Final EIR.

The document lists errors in Sections Chapter 2, Chapter 3 and Appendix G4 of the Final EIR, and Chapter 1 of the Recirculated Draft EIR. Changes are identified as ~~strikeouts~~ for text removed and underline for additions.

Recirculated Draft EIR, Chapter 1, Table 1-6

Page 1-29

Table 1-6. Agencies Expected to Use this EIR.

<i>RESPONSIBLE AND TRUSTEE AGENCIES</i>	
<i>Agency</i>	<i>Responsibilities, Permits and Approvals</i>
<u>Alameda Corridor Transportation Authority/Port of Long Beach</u>	<u>Transfer Property to Port of Los Angeles</u>

Recirculated Draft EIR, Chapter 3.2, Table 3.2-28

Page 3.2-67

Table 3.2-28. Maximum Offsite NO₂, CO, and SO₂ Concentrations Associated with Operation of the Project.

Pollutant	Averaging Time	Maximum Modeled Concentration of Unmitigated Project	Background Concentration ^b	Total Ground Level Concentration ^a	SCAQMD Threshold
		($\mu\text{g}/\text{m}^3$)	($\mu\text{g}/\text{m}^3$)	($\mu\text{g}/\text{m}^3$)	($\mu\text{g}/\text{m}^3$)
NO ₂ ^c	1-hour	745 <u>802</u>	245	990 <u>1,047</u>	338
	1-hour ^d	518 <u>802</u>	142	660 <u>944</u>	(189) ^f
	Annual	27	40	67	56
CO	1-hour	1,531	5,842	7,373	23,000
	8-hour	639	4,467	5,106	10,000
SO ₂	1-hour	1.9	236	238	655
	1-hour ^e	1.9	51	53	(196) ^f
	24-hour	0.3	31	32	105

Recirculated Draft EIR, Chapter 3.2, Table 3.2-30

Page 3.2-74

Table 3.2-30. Maximum Offsite NO₂, CO, and SO₂ Concentrations Associated with Operation of the Project – with Mitigation.

Pollutant	Averaging Time	Maximum Modeled Concentration of Mitigated Project	Background Concentration ^b	Total Ground Level Concentration ^a	SCAQMD Threshold
		($\mu\text{g}/\text{m}^3$)	($\mu\text{g}/\text{m}^3$)	($\mu\text{g}/\text{m}^3$)	($\mu\text{g}/\text{m}^3$)
NO ₂ ^c	1-hour	745 <u>802</u>	245	990 <u>1,047</u>	338
	1-hour ^d	518 <u>802</u>	142	660 <u>944</u>	(189) ^f
	Annual	27	40	67	56
CO	1-hour	1,531	5,842	7,373	23,000
	8-hour	639	4,467	5,106	10,000
SO ₂	1-hour	1.9	236	238	655
	1-hour ^e	1.9	51	53	(196) ^f
	24-hour	0.3	31	32	105

Final EIR, Chapter 2, Maser Response 1

Page 2-13

The HRA of toxic air contaminant emissions associated with construction and operation of the proposed Project does utilize a ~~hypothetical~~ future baseline, was conducted in accordance with a Project-specific protocol prepared by the Port, reviewed by SCAQMD (POLA, 2008), and is consistent with CEQA case law.

Final EIR, MMRP (Table 2-1):**MM AQ-9: Periodic Review of New Technology and Regulations.**

Page 2-10

The Port shall require the business to review, in terms of feasibility, any Port-identified or other new emissions-reduction technology, and report to the Port. Such technology feasibility reviews shall take place at the time of the Port's consideration of any lease amendment or facility modification for the Project site. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the business shall ~~work with the Port to~~ implement such technology.

Final EIR, Chapter 3 and MMRP (Table 2-1):

PC AQ-11. Zero Emission Technologies Demonstration Program.

Page 3-54 and Page 4-3

This project condition would require BNSF to work with the Port of Los Angeles to advance zero emission technologies, consistent with the Port's 2012-2017 Strategic Plan objective for the advancement of technology and sustainability, and that BNSF shall, as follows:

- Provide match funding to the Clean Air Action Plan Technology Advancement Program (TAP) zero emissions programs in an amount equal to that provided by the Port of Los Angeles up to a maximum of \$3 million for purposes of zero emission drayage truck, cargo handling equipment, and proof-of-concept rail technologies demonstration.
- Implement an expeditious phase-in of zero emission drayage trucks and other zero emission technologies into the specification for vehicles serving SCIG operations following a determination of technical and commercial feasibility made by the Ports of Los Angeles and Long Beach Boards of Harbor Commissions consistent with criteria developed by the TAP Advisory Committee (TAP AC) in consultation with the project applicant and approved by the Ports of Los Angeles and Long Beach Boards of Harbor Commissions. In making any finding of technical and commercial feasibility, the Ports shall determine that such equipment or technology:
 - is commercially practicable;
 - has been successfully tested in similar conditions;
 - has been operationally proven in similar revenue service; and
 - is available in sufficient quantities to meet any such requirement
- The phase-in shall:
 - Occur at a rate recommended by the TAP AC consistent with the feasibility criteria;
 - Be approved by the Ports of Los Angeles and Long Beach Board of Harbor Commissions consistent with the feasibility criteria; and
 - Lead to the requirement that only zero emission drayage trucks would operate at the SCIG facility.

Long-term goal: All drayage trucks operating at the SCIG facility shall be 100% zero emissions by the end of 2020.

- Participate in a zero emissions technologies industry stakeholder group that would assist in the development of technical and commercial criteria for determination of feasibility of zero emission equipment, and advise and support demonstrations of zero emission drayage truck, cargo handling equipment, and proof of concept rail technologies in port-related operations as coordinated and directed by staff of the two ports through the TAP.

- Such demonstrations shall be performed using an appropriate railyard identified by the TAP until such time that SCIG is built, and thereafter BNSF shall allow zero emission technologies tested under the TAP zero emissions program to operate using the SCIG facility once it is constructed. BNSF shall allow TAP representatives access into portions of the SCIG facility where the zero emission equipment is being tested for the purpose of test evaluation, all subject to reasonable notice, compliance with the BNSF safety and operational rules, and without interference with facility operation.
- Criteria for evaluation of the results of all demonstrations shall be developed by the TAP AC in consultation with the project applicant regarding any equipment to be serving the SCIG facility and submitted for approval to the Ports of Los Angeles and Long Beach Board of Harbor Commissions. Such criteria shall include, but not be limited to: technical practicability, commercial reasonableness, operationally proven, and commercial availability. Evaluation of the results of demonstration testing shall be performed by the TAP in conjunction with the applicant. Recommendations regarding the technical and commercial feasibility of these vehicles shall be presented by the TAP to the Ports of Los Angeles and Long Beach Board of Harbor Commissions for approval.

Near-term goal: The TAP will develop an action plan by 2014 that outlines key strategies for the advancement of zero emission drayage trucks, including all criteria for evaluation of technical, commercial and operational feasibility, and identification of an appropriate railyard to support zero emission drayage truck demonstration projects starting in 2015.

Near-term and long-term goal: Starting in 2015, the TAP shall conduct periodic evaluations of zero emission truck demonstrations on a reoccurring basis at least every two years until such time that the Ports of Los Angeles and Long Beach Board of Harbor Commissioners determine that the vehicles are technically and commercially feasible. The results of the regular evaluations shall be documented, including the analysis and conclusions as verified by the TAP, and shall be presented to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners.

~~This project condition would require BNSF to work with the Port of Los Angeles to advance zero emission technologies, consistent with the Port's 2012-2017 Strategic Plan objective for the advancement of technology and sustainability, as follows:~~

~~Provide match funding to the Clean Air Action Plan Technology Advancement Program (TAP) zero emissions programs in an amount equal to that provided by the Port of Los Angeles for purposes of zero emission drayage truck, cargo handling equipment, and proof-of-concept rail technologies demonstration.~~

~~Agree to an accelerated phase in of zero emission drayage trucks and other zero emission technologies in SCIG operations in the most expeditious manner possible following a determination of technical and commercial feasibility made by the Ports of Los Angeles and Long Beach Boards of Harbor Commissioners. In making any finding of technical and commercial feasibility, the Ports shall determine that such equipment or technology is commercially practicable; has been successfully tested in similar conditions; has been operationally proven in similar revenue service; and is available in sufficient quantities to meet any such requirement.~~

- ~~The phase in shall:~~

- ~~Occur at a rate recommended by the TAP AC consistent with the feasibility criteria;~~
- ~~Be approved by the Ports of Los Angeles and Long Beach Board of Harbor Commissions consistent with the feasibility criteria; and~~
- ~~Lead to the requirement that only zero emission drayage trucks would operate at the SCIG facility.~~

~~**Long term Goal:** All drayage trucks operating at the SCIG facility shall be 100% zero emissions by 2020.~~

~~Participate in a zero emissions technologies industry stakeholder group that would advise and support demonstrations of zero emission drayage truck, cargo handling equipment, and proof of concept rail technologies in port related operations as coordinated and directed by staff of the two ports through the TAP.~~

~~Such demonstrations shall be performed using an appropriate railyard identified by the TAP until such time that SCIG is built, and thereafter BNSF shall allow zero emission technologies tested under the TAP zero emissions program to operate using the SCIG facility once it is constructed. BNSF shall allow TAP representatives access into portions of the SCIG facility where the zero emission equipment is being tested for the purpose of test evaluation, all subject to reasonable notice, compliance with the BNSF safety and operational rules, and without interference with facility operation.~~

~~Criteria for evaluation of the results of all demonstrations shall be established by the TAP, and evaluation of the results of demonstration testing shall be performed by the TAP in conjunction with the applicant. Recommendations regarding the technical and commercial feasibility of these vehicles shall be developed by the TAP and presented to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners for approval.~~

~~**Near term Goal:** The TAP will develop an action plan by 2014 that outlines key strategies for the advancement of zero emission drayage trucks, including identification of an appropriate railyard to support zero emission drayage truck demonstration projects starting in 2015.~~

~~**Near term and Long term Goal:** Starting in 2015, the TAP shall conduct periodic evaluations of zero emission truck demonstrations on a reoccurring basis at least every two years until such time that the Ports of Los Angeles and Long Beach Board of Harbor Commissioners determine that the vehicles are technically and commercially feasible. The results of the regular evaluations shall be documented, including the analysis and conclusions as verified by the TAP, and shall be presented to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners.~~

Final EIR, Chapter 3 (Table ES-3 and Table 5-3) and MMRP (Table 2-1):

Page 3-26, Page 3-172 and Page 2-27

Prior to the start of construction of the proposed Project, BNSF shall first construct or cause to be constructed a 24-ft high sound barrier as an extension to the existing 24-ft high

sound barrier along the easterly right-of-way of the ~~Terminal Island Freeway~~ San Pedro Branch rail line north of Sepulveda Blvd, as shown in Figure 3.9-6.

Final EIR, Appendix G4:

Page 2

The analysis assumed that 27% of loaded imports through the ports are transloaded to rail (Cambridge, 2013~~2~~), and therefore the pure domestic volumes were estimated as the difference between the (IPI + transloaded) lifts, and the total lifts.