FINAL

PUENTE HILLS INTERMODAL FACILITY ENVIRONMENTAL IMPACT REPORT

***SCH NO.* 2006021097**

VOLUME I OF II

FINAL EIR

prepared for:

CITY OF INDUSTRY

Contact:
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Planning Director

prepared by:

THE PLANNING CENTER

Contact:
Dwayne Mears, AICP
Principal, Environmental Services

MAY 2008

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APPENDICES

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AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	Asbestos-Containing Materials
ADT	Average Daily Traffic
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxic Control Measures
bgs	below ground surface
BLM	Bureau of Land Management
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CGS	California Geologic Survey
CIWMB	California Integrated Waste Management Board
CLSA	California Library Services Act
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CRS	Community Rating System
CSO	Combined Sewer Overflows
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel

Abbreviations and Acronyms

dBA	A-weighted decibel
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPCRA	Emergency Planning and Community Right-to-Know Act
FDPA	Flood Disaster Protection Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HCM	Highway Capacity Manual
HMS	Hazardous Materials Sites database
HVAC	Heating, Ventilating, and Air Conditioning System
HWMP	Hazardous Waste Management Plan
IMF	Intermodal Facility
IPCC	Intergovernmental Panel on Climate Change
IUDA	Industry Urban Development Agency
IWMP	Integrated Waste Management Plan
LACFD	Los Angeles County Fire Department
LACSD	Sanitation District No. 2 of Los Angeles County
LADPW	Los Angeles County Department of Public Works
L_{dn}	day-night noise level
LEPC	Local Emergency Planning Committee
L_{eq}	equivalent continuous noise level
LOS	Level of Service
LST	Localized Significance Thresholds
LUFT	Leaking Underground Fuel Tank
MCL	Maximum Contaminant Level
MEP	Maximum Extent Practical
mgd	million gallons per day
MRF	Materials Recovery Facility
MSDS	Material Safety Data Sheets
msl	mean sea level
MSW	Municipal Solid Waste

MTBE	methyl tert-butyl ether
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NHPA	National Habitat Preservation Authority
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPDWR	National Primary Drinking Water Regulations
NPL	National Priorities List
O_3	ozone
OES	California Office of Emergency Services
Pb	lead
PCE	perchloroethylene
PM	particulate matter
POTW	Publicly Owned Treatment Works
PPV	Peak Particle Velocity
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RMP	Risk Management Plans
RMS	root mean square
ROG/VOC	Reactive Organic Gases/Volatile Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SDWA	Safe Drinking Water Act
SERC	State Emergency Response Commission
SFHA	Special Flood Hazard Areas
SGVWC	San Gabriel Valley Water Company
SIC	Standard Industrial Codes
SoCAB	South Coast Air Basin

SO_x	sulfur oxides
SPCC	Spill Prevention, Control and Countermeasure
SQMP	Stormwater Quality Management Plan
SRA	Source Receptor Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SVOC	Semi-Volatile Organic Compounds
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	trichloroethylene
TNM	Transportation Noise Model
tpd	tons per day
tpd-6	tons per day (six-day average)
TRI	Toxic Release Inventory
TTCP	Traditional Tribal Cultural Places
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
WDR	Waste Discharge Requirements
WIP	Well Investigation Program
WQMP	Water Quality Management Plan
WRD	Water Replenishment District of Southern California
WRP	Water Reclamation Plant

1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines Section 15132, the FEIR shall consist of:

(a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;

(b) Comments and recommendations received on the DEIR, either verbatim or in summary;

(c) A list of persons, organizations, and public agencies comments on the DEIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

In accordance with these requirements, the Puente Hills Intermodal Facility EIR is comprised of the following:

1) Circulated DEIR, City of Industry, Puente Hills Intermodal Facility, State Clearinghouse No. 2006021097, December 2007.

2) This Final EIR document, May 2008, that incorporates requirements (b)–(e) as listed above.

Distribution of the Draft EIR

The DEIR was made available for public review and comment pursuant to California Environmental Quality Act (CEQA) Guidelines (Section 15087 [c]). Per a request made on June 22, 2006, by Los Angeles County Supervisor, First District, Gloria Molina, the public review period for the DEIR was extended from 45 days to 60 days. The public review period for the DEIR commenced on Friday, December 7, 2007, and closed on Monday February 4, 2008. Copies of the DEIR were made available for public review at the City of Industry Planning Department, the main office of County of Sanitation District No. 2 of Los Angeles County (LACSD), La Puente Public Library, and Sunkist Public Library. At the request of a commenter, a copy of the DEIR was also placed at the Hacienda Heights Public Library. A Notice of Availability (NOA) was delivered to the County Clerk's office on December 7, 2007, and filed on December 27, 2008. Copies of the NOA and DEIR were distributed to public agencies and interested parties on a mailing list (see Appendix A), posted at the City of Industry City Hall, made available at the LACSD website, and circulated in the San Gabriel Valley Tribune on December 7, 2007. A Public Meeting was held at the Swiss Park Restaurant and Banquet Center in unincorporated Los Angeles County on January 16, 2008 to receive oral comments on the DEIR. The Public Meeting began and 6:00 PM and concluded at 10:00 PM. All proceedings at the Public Meeting were transcribed by a court reporter. Notice for the Public Meeting was included in the Notice of Availability.

1. Introduction

This document contains responses to oral testimony received at the Public Meeting on January 16, 2008 and written comments received on the DEIR for the Puente Hills Intermodal Facility during the public review period. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with the requirements as defined in the CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1 Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2 Summary of General Responses. This section provides a summary of general responses to reoccurring comments raised by responding agencies and the public.

Section 3 Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of these comment letters received during the public review period, and individual responses to written comments. This section also includes responses to oral comments received at a Public Meeting held by the City on Wednesday January 16, 2008, regarding the DEIR. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A, for letters received from federal agencies [however, no comments were received from federal agencies], B-1 through B-7 for letters received from state agencies, C-1 through C-5 for letters received from local agencies, D-1 through D-11 for letters received from organizations, and E-1 through E-53 for letters received from the public and during the Public Meeting). Individual comments have been numbered for each letter and the letter is followed by responses to the letter with references to the corresponding comment number.

Section 4 Revisions to the Draft EIR. This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons, as described in Sections 2 and 3, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contained in this package contain material and revisions that will be added to the text of the FEIR. City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be, "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. …CEQA does not require a

lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

CEQA Guidelines Section 15204 (c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

In accordance with the CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to commenting agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

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2. Summary of General Responses

2.1 INTRODUCTION

Several common issues were raised in the comment letters received during the public review period for the DEIR. This section provides a summary of general responses to recurring comments raised by responding agencies and the public. The summary of general responses provides a more comprehensive explanation and response to these common issues raised during the public review period.

2.1.1 Cumulative Impacts

In accordance with the CEQA guidelines, the DEIR includes a cumulative impact analysis that takes into consideration other reasonably foreseeable projects, including approved projects or applications currently under consideration, as well as projected buildout under the City's General Plan. Cumulative impacts are addressed in Section 15355 of the CEQA Guidelines, which defines cumulative impacts as "…two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Evaluation of cumulative impacts in an EIR ensures that project impacts are fully analyzed and disclosed with full consideration of the incremental impact of the project when added to reasonably foreseeable projects. For the cumulative impacts analysis, each resource area was evaluated based on its own designated geographical area. For example, the cumulative impact analysis for the traffic analysis was based on a two-mile radius, the geographical area for air quality impacts was based on the entire South Coast Air Basin (SoCAB), and the noise impact analysis was based on noise impacts along a 18-mile segment of the railroad. A two-mile radius was defined as the geographic area for traffic in Chapter 4, *Environmental Setting*, for the purpose of identifying the cumulative trips and associated traffic impacts. A two-mile radius was selected as the appropriate study area for cumulative trips because project-related trips would potentially impact only the intersections within a 2-mile radius according to the project's trip distribution (see DEIR Appendix H, Figure 5-1 and 5-7). The traffic analysis identified cumulative projects within a two-mile radius of the project in the City of Industry, County of Los Angeles, South El Monte, and Pico Rivera. The list of cumulative projects included approved projects and potential projects where an application for development was received at the time of the Notice of Preparation for the proposed project. As shown in Table 4-1, the Rio Hondo College Master Plan is one of the cumulative projects identified in the DEIR. A few of the projects identified on the cumulative project list in Table 4-1, Cumulative Project List for Year 2011 and Year 2013, have been rescinded since the release of the DEIR.

However, the cumulative analysis also identified a much larger geographic scope for the purpose of the cumulative impact evaluation in the DEIR. First, Chapter 3, *Project Description*, of the DEIR defined the project study area encompassing the local vicinity of the Puente Hills Intermodal Facility (PHIMF) in which improvements are necessary for internal project-site access, off-site improvements in the Union Pacific Railroad (UPRR) right-of-way, and an 18-mile segment of the proposed waste-by-rail route between the project site in the City of Industry and the Pomona Switch.

In addition, Chapter 4 identified the regional environmental setting describing an even larger geographical area for the purposes of the cumulative analysis for individual topical areas in Chapter 5, *Environmental Analysis*. For instance, in Section 5.2, *Air Quality*, the cumulative environmental setting encompasses the entire SoCAB because air pollution emissions generated by the project and from

associated train trips along the entire waste-by-rail route contribute to the regional air quality within the SoCAB. The SoCAB covers a 6,600 square-mile coastal plain bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The cities of Pico Rivera and South El Monte are located within the SoCAB. Section 5.2 clearly describes the attainment designations of the SoCAB and concludes that project-related emissions are significant and unavoidable because they would contribute to the nonattainment designations under the California (CAAQS) and national ambient air quality standards.

To address cumulative health risk impacts in the entire SoCAB, South Coast Air Quality Management District (SCAQMD) conducted the Multiple Air Toxics Exposure Study (MATES-II) to estimate the sources of air pollution that contribute to health risk in the basin. Since release of the DEIR, the SCAQMD updated the study with MATES-III in January 2008. The MATES-III study found that the average cancer risk for persons living in the SoCAB is 1,200 in a million, which is consistent with the estimated risk for the project area according to the MATES III Carcinogenic Risk Interactive Map,[1] with diesel particulates making up approximately 84 percent of that health risk (SCAQMD 2008). Existing air pollution sources (e.g., Quemetco, Inc.) are included in the MATES-II and MATES-III studies. Because cancer risk in the SoCAB is already elevated compared to other areas in the nation, the project's cumulative contribution to health risk in the project area was evaluated by using the SCAQMD's incremental health risk threshold in accordance with the SCAQMD's CEQA Air Quality Handbook (see Tables 5.2-27, 5.2-28, 5.2-29, 5.2-30, 5.2-31, and 5.2-32). Consequently, Section 5.2 clearly describes the project's incremental health risk in light of the existing air pollution sources in the local vicinity using SCAQMD methodology.

Finally, Chapter 4, under Section 4.4, *Assumptions Regarding Cumulative Impacts*, describes the cumulative geographical area as the area along the entire waste-by-rail route to the Mesquite Regional Landfill (MRL). The entire geographic region for which the cumulative impact analysis is shown in Figure 4-2, *Waste-by-Rail Route*, and is much larger than the two-mile radius identified specifically for trip generation associated with cumulative trips.

Consequently, the DEIR adequately defines the geographic area for cumulative impacts based on the sensitivity for project-related impacts to contribute to local and regional environmental impacts in each topical section of Chapter 5, *Environmental Analysis*.

2.1.2 Truck Trip Generation – Opening Year 2011/2012 and Year 2013

The waste-by-rail project was initiated by the County Sanitation District No. 2 of Los Angeles (LACSD) over 15 years ago in an effort to ensure continued capacity to meet the waste disposal demands of Los Angeles County. The Puente Hills Landfill is scheduled to close in 2013. Chapter 3, *Project Description*, pages 3-45 through 3-46, describes the Puente Hills Landfill Conditional Use Permit (CUP) milestones for implementing the waste-by-rail system. As described in Section 5.10, *Transportation and Traffic*, truck trips associated with the Puente Hills Landfill would continue to access the landfill until it closes in 2013 in accordance with the CUPs. These trips associated with the landfill are not project-related trips but cumulative trips in the project area that have been accounted for under existing conditions.

Chapter 3 also describes the operational characteristics of the Puente Hills Material Recovery Facility (PHMRF), which has been operational since July 2005. The PHMRF is permitted to accept up to 4,400 tons per day (tpd) of Municipal Solid Waste (MSW), with a maximum capacity of 24,000 tons per week. The PHMRF would generate 4,000 tpd of containerized MSW for ultimate disposal at the MRL. The traffic study accounted for the incremental increase in truck trips from the existing level of operation at the PHMRF, at approximately 500 tons per day to the projected level of 4,400 tons per day under cumulative

[1] http://www2.aqmd.gov/webappl/matesiii/

project trips (see Table 5.10-10 of the DEIR). As described in Section 3.3.2, on page 3-16 of the DEIR, the LACSD proposes to operate the PHIMF initially at a maximum of one train per day (up to 4,00 tpd) starting in 2011/2012 and would increase the throughput to two trains per day (8,000 tpd) no sooner than 2013. Because it is anticipated that the PHMRF would contribute the full 4,000 tpd operational capacity under the initial operating scenario, the traffic analysis does not assume any additional truck trips arriving from other MRFs or transfer stations. Therefore, the DEIR considers trips traveling between the PHMRF and the PHIMF and employee trips as the only project-related trips under the initial operating scenario of one train per day. All trucks transferring containers solely between the PHMRF and the PHIMF would be fueled by liquefied natural gas and are referred to as hostler trucks.

In November 2013, the Puente Hills Landfill would cease operations and would not generate any truck trips associated with waste disposal. However, the PHMRF would continue to operate and generate truck trips associated with its operational capacity of 4,400 tpd. Consequently, the DEIR assumes that in year 2013, all trips not generated by the PHMRF are new trips. As described in Section 5.10, the project would generate 182 new (one-way) truck trips under a two-train per day operation in 2013 to transport the additional 4,000 tpd not accommodated at the PHMRF. The additional 4,000 tons of waste per day would be from other MRFs or transfer stations in Los Angeles County.

Consequently, no additional on-road truck trips, including diesel truck trips, would be generated two-train per day operations begin in 2013, when the facility would accommodate two trains per day and accept containerized MSW from other MRFs and transfer stations. At opening year 2011/2012, no new on-road truck trips[2] would be generated by the project and therefore the project correctly evaluated only 4,000 tpd of hostler truck trips traveling between the PHIMF and the PHMRF and employee trips. In year 2013 the DEIR accounted for on-road truck travel associated with 182 new truck trips in addition to hostler truck trips traveling between the PHIMF and the PHMRF and employee trips.

2.1.3 Biological Resources

An assessment of the vegetation and habitat(s) present at the PHIMF project site and along the UPRR right-of-way was conducted by The Planning Center on September 28, 2005. The results and discussion of the assessment are included in the Initial Study Appendix A to the DEIR.

The Initial Study provides a description of the biological resources of the site and surrounding area. The project site and Union Pacific Railroad (UPRR) right-of-way are developed, and located in an urbanized area developed with a mixture of residential, commercial, and industrial uses. The habitat on-site and within the UPRR right-of-way is disturbed. No vegetation communities that would support native or sensitive species are present on-site or within the UPRR right-of-way. There is no habitat, wetland, or other sensitive natural vegetation community within the project site or UPRR right-of-way.

There are sensitive biological resources associated with the San Gabriel River, but none of these are located on the site or in reasonable proximity to the site. For example, the project site is separated from the Whittier Narrows Recreation Area, and its nature center, by Interstate 605 and additional residential and industrial development. San Jose Creek is a channelized streamcourse located approximately 0.8 miles northeast of the project site. As described in the Initial Study, the project would not impact these areas. Furthermore, no surface waters, wetlands, or riparian areas are present within the UPRR right-of-way associated with the project site or waters of the United States that would fall within the jurisdiction of the United States Army Corps of Engineers or California Department of Fish and Game.

[2] The traffic study accounted for the incremental increase in truck trips from the existing level of operation at the PHMRF at approximately 500 tons per day to the projected level of 4,400 tons per day under cumulative project trips (see Table 5.10-10 in the DEIR).

The Initial Study analyzed the potential for the project to interfere with wildlife movement and habitat conservation plans. Section 3.4, Biological Resources, and 3.9, Land Use and Planning, of the Initial Study, included as Appendix A to the DEIR. The Initial Study correctly concludes that no established native resident or migratory wildlife corridors or native wildlife nurseries are present on the project site or along the UPRR right-of-way where project-related staging and arrival/departure tracks would be constructed.

The project site is not located within lands managed by or owned by the Puente Hills Landfill Native Habitat Preservation Authority, within a Habitat Conservation Plan (HCP), or within a Natural Community Conservation Plan (NCCP). The closest HCP/NCCP to the project site is the Central/Coastal NCCP, which is located in northwest Orange County. The PHIMF site and UPRR right-of-way are not within any County of Los Angeles Sensitive Ecological Area. Furthermore, there is no connectivity between the PHIMF and these resources. The San Gabriel Mountains Regional Conservancy mission promotes the preservation of land and/or buildings for historic, educational, ecological, recreational, or open space opportunities in the San Gabriel River Watershed of eastern Los Angeles County. It is not an HCP or NCCP. In any case, the project does not interfere with its activities or intended outcomes. Therefore, this issue was not discussed further in the DEIR.

Water quality impacts on biological resources from surface runoff associated with the project were addressed under Impact 5.6-1 in Section 5.5, *Hydrology and Water Quality*, of the DEIR. As stated on page 5.6-10 of the DEIR, untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats. Impact 5.6-1 addressed both construction and operational impacts on stormwater runoff associated with the project. Prior to initiating construction activities at the project site, LACSD construction contractor would file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and request coverage under the General Construction Activity Permit (NPDES CAS000002). The contractor would be responsible for preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) that covers all aspects of the project during construction. The SWPPP would describe the Best Management Practices (BMPs) that would be implemented to prevent construction pollutants from contacting stormwater and to keep all products of erosion from moving off-site into receiving waters. The SWPPP would be reviewed by the City of Industry Engineering Department in conjunction with its building permit review. Preparation and implementation of the construction SWPPP and compliance with the standard conditions and BMPs outlined therein would reduce construction-related stormwater impacts to less than significant.

For post-construction activities, stormwater at the PHIMF project site would be collected by engineered stormwater conveyance system and directed to a larger, regional storm drain beneath Pellissier Place. From there, it is conveyed to the San Gabriel River, which flows southward and eventually discharges to the Pacific Ocean. Upon development of the proposed project, drainage volume and intensity in the vicinity of the project site within the UPRR right-of-way would remain similar to existing patterns and conditions after project buildout. In accordance with the SWRCB's General Industrial Storm Water Permit (NPDES No. CAS000001), the LACSD would file an NOI and seek coverage under the General Permit for stormwater discharges associated with industrial activity resulting from the operation of the PHIMF. Existing regulations governing water quality of stormwater runoff are detailed in Section 5.6 of the DEIR. Furthermore, project design features to properly manage stormwater runoff were incorporated into the project design, including a secondary containment system equipped with a collection sump and an oil-water separator to collect and treat any released fluids or incident rainfall in on-site maintenance areas, in accordance with the General Industrial Storm Water Permit. No significant impacts relating to water quality would occur.

2.1.4 Odors Generated by Containers

Based on discussions with the UPRR, the LACSD expects the loading and transport process to take approximately 24 hours, and in almost all cases occur within 48 hours, limiting the potential for odors to occur. The LACSD would also abide by a strict limitation that no containers loaded with solid waste would be stored at the facility, which includes the storage tracks on UPRR property, for more than 96 hours. Therefore, the proposed Waste-by-Rail operation would be predicated upon storing containers for approximately one day and in no instances longer than four days (96 hours).

As noted in the DEIR, the LACSD conducted a study to specifically investigate (1) the potential for odors to be noticeable outside the container; (2) the potential for methane gas to buildup within the container; and (3) the potential for elevated pressure and temperatures to develop within the container. The LACSD field study is included in Appendix B of this FEIR. The study was carried out over several months and was based upon prior landfill operating experience and research, supplemented with a comprehensive field study. The field study, carried out at the Puente Hills Landfill and PHMRF, included monitoring refuse filled containers similar to those that would be used in the waste-by-rail system. Seven field tests were conducted from January to July 2007, including tests conducted in the summer months when ambient temperatures reached close to 100°F. Odor testing was conducted in the field as well as in the laboratory. For the laboratory tests the LACSD uses two different olfactory methods. The first method is triangular forced-choice dynamic dilution ascending concentrations series olfactometry, conducted in conformance with ASTM E679-04, which involves an odor panel of six to ten odor assessors that measures the intensity of odorants. The second method uses gas chromatography/mass spectrometry-olfactometry (GC/MS-OLF) to identify odorants. Gas samples were sent to the LACSD's Joint Water Pollution Control Plant for olfactometry analysis.

Odor panel results are expressed as a dilution to threshold ratio (D/T), which is the ratio of clean dilution gas to that of the sample gas in order to reduce the sample gas to below the detection level. In general, a D/T level of over 100 would be quite noticeable and values over 1,000 would be offensive. Levels in the interior of the containers ranged from 1,500 to 44,000 D/T. However, odor levels just outside the container (two feet) ranged from 20 to 660 D/T,[3] with most being in the 20 to 50 D/T range and generally indistinguishable from ambient air samples.

After four days in all seven of the field tests, the methane concentration both inside and outside of the containers was negligible and in most cases below the detection limit of the laboratory analyses (less than 0.005 percent). In addition, laboratory analysis was performed to detect hydrogen sulfide (H_2S) gas (which is considered a highly odorous compound) in samples taken both inside and just outside (two feet) of the container. In all instances, the H_2S levels outside of the container were below the detection level of the laboratory analysis (less than 0.1 ppm). Similar laboratory analyses for other odorous compounds (e.g., mercaptons and other sulfide compounds) confirmed this trend.

Trained technicians conducted field observations for the presence of odors. The technicians noted a decrease in odor intensity at progressively further distances from the containers. In no instances did the technician detect any odors at distances over 15 feet from the container.

Consequently, both laboratory and field tests confirm that substantial odors would not be generated by from the containerized waste because odors from the containers would generally be indistinguishable from ambient air samples at distances of 15 feet.

[3] The 660 D/T value included background value of 580 D/T indicating that the odor panel is likely picking up background odors and not odors associated with the MSW container.

Although no significant odor related impacts associated with transportation of MSW in containers would occur, as part of the operations of the facility the LACSD would develop and implement an Odor Management Plan for the PHIMF. The Plan would be designed to minimize odor impacts from the project. The Plan would:

1) Describe potential odor sources at the facility;

2) Identify ways to prevent or minimize the odors, including, but not limited to measures identified in the:

    a. Mesquite Regional Landfill Environmental Impact Report/Environmental Impact Statement (EIR/EIS),
    b. MRL Conditional Use Permit (CUP), and
    c. PHIMF DEIR;

3) Outline community response procedures, including a 24-hour, staffed complaint hotline;

4) Describe corrective actions to be taken if odor is confirmed; and

5) Specify record keeping requirements.

As part of the Odor Management Plan, the LACSD would verify that severely odorous refuse loads are not placed directly into the containers without implementing additional procedures to reduce odor generation. The procedures may involve mixing odorous refuse with normal refuse, allowing odorous loads to aerate before loading, or using odor control substances to reduce odor generation. Furthermore, the LACSD has already set up a hotline that is staffed 24 hours per day to receive any complaints at the Puente Hills Landfill and the PHMRF and would extend this program to include the PHIMF. A sign would be posted at the PHIMF displaying the contact telephone number of this hotline to receive odor complaints. If an odor complaint is received, technicians would be dispatched within two hours to investigate any complaints and the time, date, and location of the complaint would be documented.

The LACSD would also follow procedures outlined in the MRL EIR/EIS to reduce odor generation. The most effective method to minimize odors would be to keep vents and other openings closed. Carbon filters, or other air-scrubbing device, would be available at the PHIMF for installation on containers, as necessary. Accordingly, the containers would be designed to accommodate the installation of these air–scrubbing devices. Some of the odor control measures identified in the MRL EIR/EIS included the washing of containers for every sixth trip to the landfill, using fully sealed containers and keeping the vents on the containers closed except during the unloading of refuse at the MRL. The LACSD is currently constructing the MRL, which would have a container wash facility and a container repair facility located on the premises.

LACSD would also implement a regular Container Inspection, Maintenance, and Repair Program. Elements of this Program would include: 1) inspecting all containers for dents, punctures, structural damage, and graffiti; 2) monitoring the proper working condition of the lid, doors, seals, and vents; 3) ensuring that all vents on the container are closed prior to transit; 4) implanting a container tracking protocol that would allow for regular, preventative maintenance (e.g., door seal replacement) to occur according to the manufacturer's specifications; 5) identifying locations where container maintenance and repair would be conducted and where damaged containers would be stored; 6) establishing measures to be taken to minimize odor while the container is awaiting repair or during repairs; 7) minimize odor

associated with container repairs conducted at the PHIMF; and 8) establishing a program for regular cleaning of containers. Records of any container inspection, maintenance, and repair conducted at the MRL would be made available at the PHIMF for inspection by the public to ensure the program is effective. Container damage that could allow escape of odors and gas to the atmosphere, such as damage to lids, doors, walls, and seals, would be repaired immediately. All routine maintenance and repair of containers used at the PHIMF and other local intermodal facilities would be conducted at the MRL. Container repair and maintenance activities at the PHIMF would be limited to emergency situations or if the container could not be transported safely to the MRL without repairs.

2.1.5 Alternatives

The CEQA Guidelines Section 15126.6 requires that an EIR describe and comparatively evaluate a reasonable range of alternatives. An EIR is required to evaluate a "No Project" alternative and alternatives that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. An EIR does not need to consider every conceivable alternative to the project.

As described in Chapter 1, *Executive Summary*, of the DEIR, prior to selecting the recommended location for the PHIMF, the LACSD conducted an extensive planning process using the following siting criteria:

- Proximity to the PHMRF, including the feasibility of constructing an off-road accessway between the PHMRF and the proposed site location to reduce potential traffic impacts;

- Having adequate characteristics to support rail operations, including connection to the UPRR main line, minimum size (greater than 15 acres), and optimal site orientation/dimensions to support loading/unloading operations;

- Consideration of adjacent land uses; and

- Ability to acquire the property (e.g., current utilization, owner's willingness to sell).

In accordance with CEQA Guidelines Section 15126.6 of the CEQA Guidelines, the DEIR analyzed a reasonable range of project alternatives. A total of five alternatives were analyzed in Chapter 7, Alternatives, of the DEIR. The DEIR evaluated two scenarios for a "No Project" alternative and five other alternatives:

- No Project Scenario 1 – Truck Waste to Landfills. As described in Chapter 7 of the DEIR, this alternative would reduce or eliminate environmental impacts locally (i.e., at the project site and within the project study area), but would increase impacts regionally, particularly with respect to air quality, traffic, and the provision of services.

- No Project Scenario 2 – Use of an Existing Intermodal Facility. As described in Chapter 7 of the DEIR, this alternative would reduce or eliminate environmental impacts locally (i.e., at the project site and within the project study area), but would increase impacts regionally, particularly with respect to air quality and traffic.

- Alternative Location Scenario – Alternative Site No. 3. As described in Chapter 7 of the DEIR, based primarily on the reduced construction impacts, this alternative is considered to be environmentally superior to the proposed project. However, this alternative fails to meet one of the LACSD's siting criteria—the ability to acquire the property. The property owner is unwilling to

sell or lease the property, or to relocate the existing business. Therefore, unlike the proposed project site, this parcel is unavailable for development into an intermodal facility unless eminent domain is exercised.

- Reduced Project Alternative – Maximum Permitted Capacity of 4,000 tpd. As disclosed in Chapter 7 of the DEIR, although the Reduced Project Alternative would reduce some of the project environmental impacts, it would not attain the project objectives. This alternative would not allow for the development of a local intermodal facility with the capacity to handle up to 8,000 tpd of MSW, which would limit the ability of the LACSD to meet their obligation to ensure continued disposal capacity for Los Angeles County refuse through the development of local infrastructure to support a waste-by-rail system. To offset the reduced capacity of the PHIMF, it would be necessary to (1) use existing IMFs that are unsuitable for servicing MSW requirements, (2) use local landfills that have limited remaining capacities, and/or (3) construct new/additional IMFs at other locations. To the extent that any of these events occur, environmental impacts related to traffic, air quality, and noise would merely be displaced to other locations.

- Alternative Track Layout – East Track Option. As described in Chapter 7 of this DEIR, because of this alternative's significant traffic-related impact and because the environmental impacts associated with this alternative would affect a greater number of sensitive receptors for a longer period of time, this alternative is considered to be environmentally inferior to the proposed project.

The alternatives were defined, in part, on their potential ability to reduce or eliminate the impacts (Air Quality Impacts 5.2-3 to 5.2-5, Noise Impacts 5.7-2 and 5.7-4 to 5.7-7, and Traffic Impact 5.10-2) determined to be significant and unavoidable for the proposed project. The alternatives were also developed in consideration of the project's siting criteria.

The DEIR analyzed an alternative location for construction of a new local intermodal facility. Furthermore, Chapter 7 identified two other alternative locations for a new local IMF; however, these were considered and rejected based on the established siting criteria. Although the various alternatives would reduce or eliminate environmental impacts locally (i.e., at the project site and within the project study area), two of the alternatives would increase regional significant impacts; one is not an option due to the unwillingness of the property owner to sell the site; one would merely displace impacts to other locations; and one would impact sensitive receptors for a longer period of time. Aside from not meeting all of the project's objectives, the five alternatives analyzed, would have similar or greater impacts on the environment and public health.

2.1.6 Future Local Intermodal Facilities

The concept of a waste-by-rail system to serve Los Angeles County was first proposed in the late 1980s and formalized in the early 1990s in response to projected imminent shortfall in local disposal capacity. As proposed, the waste-by-rail system was predicated upon 4,000 net refuse ton "unit trains,"[4] which would be approximately one mile long. Following these conceptual plans, the PHMRF was proposed as a 4,000-tpd facility. The plan for a dedicated intermodal facility to serve the PHMRF was first described and evaluated in the 1995 Draft EIR for an Intermodal Facility and a Waste-by-Rail Disposal System Originating from the Puente Hills Materials Recovery Facility. After several years of actively searching for a site, the location for the proposed PHIMF was selected based on its ability to meet the siting criteria and its availability for purchase. The PHIMF is proposed to specifically serve the PHMRF and provide the infrastructure needed to initiate the first train for the waste-by-rail system. The intent of the PHIMF is not

[4] A "unit train" consists of railroad cars carrying a single commodity.

to replace the capacity of the Puente Hills Landfill, but to provide the initial rail-loading infrastructure to support the waste-by-rail system. The proposed PHIMF would handle a maximum of two trains per day or approximately 8,000 tpd largely because the physical constraints of the project site would limit the operations to no more than two trains per day. It is expected that other intermodal facilities would be built in the future, as needed, to address any shortfalls in local disposal capacity.

The Draft EIR (page 3-13) noted that at two trains per day, the PHIMF "would replace a portion of the 13,200 tpd of disposal capacity that would no longer be available with the closure of the Puente Hills Landfill in 2013." LACSD projected that the replacement of the full capacity at the Puente Hills Landfill in 2013 is not needed because some local landfills are currently not accepting waste at their maximum permitted limit and would have the capacity to accept a portion of waste currently being disposed of at the Puente Hills Landfill. As shown in Table 3.3 of the Draft EIR, the disposal shortfall (defined as the difference between the county's disposal need and the permitted capacity) in 2013 is approximately 1,800 tpd under LACSD's best-case scenario[5] and approximately 4,900 tpd under LACSD's worst-case scenario, with local landfills absorbing up to 11,400 tpd of the refuse under the best-case scenario and up to 8,300 tpd under the worst-case scenario (see Table 1). Therefore, the disposal capacity needed at the PHIMF in 2013 is currently forecast to be between 1,800 tpd and 4,900 tpd.

Table 1
Estimates Disposal Shortfall
(tons per day)

LACSD's Projection	2013		2020	
	Best Case Scenario	Worst-Case Scenario	Best Case Scenario	Worst-Case Scenario
Loss of Permitted Capacity due to Closure of the Puente Hills Landfill	13,200	13,200	13,200	13,200
Available Local Landfill Capcity[1]	11,424	8,324	4,536	(5,274)[2]
Disposal Shortfall	1,776	4,876	8,664	18,474

[1] To offset decrease from closure of the Puente Hills Landfill
[2] Indicates a countywide shortfall of 5,274 tons per day
Source: Status Report on the Development of a Waste-by-Rail System and Evaluation of Alternative Technologies – Report No. 14, April 2007, County Sanitation Districts of Los Angeles County.

Under LACSD's best-case scenario, a second intermodal facility would not be required until 2020 when the disposal shortfall would exceed 8,000 tpd, which would give LACSD or another entity approximately eight years from the commencement of the PHIMF to site, permit, and construct a second intermodal facility. However, recognizing that projections could change and the lengthy process of siting, permitting, and constructing an intermodal facility, LACSD is continuing to evaluate numerous other properties throughout Los Angeles County for development of additional intermodal facilities to serve the waste-by-rail system.

[5] Due to the inherent uncertainty associated with forecasts of both refuse generation and disposal capacity, LACSD looks at a variety of scenarios that may occur in the future. In particular, disposal capacity is difficult to predict due to the need for some facilities to renew permits to continue to operate in the future. Permitting of solid waste facilities is a complex and uncertain process so it is sometimes difficult to predict the eventual outcome. The "best case" scenario considers that all facilities that have upcoming permit processes are able to successfully obtain their permits.

Because intermodal facilities to support a waste-by-rail system would be limited in number and can be capital intensive, it is necessary to optimize the operations and throughput of any facility. In the case of the PHIMF, two trains per day is the optimum capacity. Based on preliminary engineering, site constraints limit the PHIMF to six 800-foot-long tracks, which could accommodate one 4,000-ton unit train. It is anticipated that it would take approximately 1.5 hours to pull the six segments of a unit train onto the loading tracks, 7.3 hours to load and unload, containers onto the railcars, and another 1.5 hours to pull the six segments of a unit train onto the staging tracks. Since it would take 10.3 hours to disassemble, load, unload and assemble a unit train, the PHIMF would be able to handle a maximum of two trains per day over a 24-hour period.

2.1.7 Noise Mitigation Funding Program

Mitigation Measure 7-1 would require the County Sanitation District No. 2 of Los Angeles County (LACSD) to implement a program, in conjunction with the representatives of the Gladstone and Whittier Woods communities and Supervisor Gloria Molina's office, to fund the design and construction of specific improvements that help mitigate project related noise for noise-sensitive residential uses along the UPRR right-of-way. Specific program elements would include certain conditions as described below and would be developed by a community working group.

1) Within 60 days of approval of the Conditional Use Permit (CUP), a Working Group shall be established, consisting of LACSD staff, two representatives of each affected community (Gladstone and Whittier Woods), and a representative of the Los Angeles County Supervisor, First District.

2) Within 90 days of the establishment of the Working Group, the Working Group shall develop options and specifications for structural (sound wall) and architectural improvements (windows and doors) for the affected communities. LACSD shall review the noise impact analysis as presented in the DEIR with the Working Group. The feasibility of alternative sound walls, such as cantilevered barriers and sound absorbing materials, as well as specific architectural improvements, shall be evaluated by the Working Group. The selected options may include, but are not limited to, one of the following or a combination thereof:

    a. LACSD shall pay for the design, construction, and on-going maintenance of up to 16-foot sound walls along the UPRR right-of-way adjacent to the LACSD arrival/departure tracks located next to the Gladstone and Whittier Wood communities. The recommended type, height and extent of the sound wall and property related issues regarding the location of the wall shall be determined by the Working Group; and

    b. LACSD shall make monies available to replace existing windows and doors with STC-rated windows and doors for the first and second rows of residences in the Gladstone and Whittier Woods community adjacent to the LACSD arrival/departure tracks. Windows shall be replaced with ones that have proper seals and achieve a weighted sound reduction of at least 25 dB. Doors would be replaced with new solid doors, with good quality gaskets capable of achieving a sound reduction of at least 25 dB. Consistent with the Los Angeles County Noise Ordinance, the target goal for acceptable interior noise levels attributed to the proposed project would be 45 dB.

3) The project "affected" areas shall have 60 days to review the noise mitigation options and provide feedback to the Working Group. During this 60-day period, at least one public workshop shall be hosted by the LACSD for the residences of the Gladstone and Whittier Woods communities to present the options developed by the Working Group. An expert in rail related noise impacts would be retained by the LACSD, in consultation with Los Angeles County Supervisor, First District's office, to address concerns of the residents at the public workshops.

4) Once the 60-day public comment period expires, the Working Group shall have 90 days to present the final noise mitigation plan to the LACSD. The LACSD shall develop a cost estimate for the design and construction of the improvements recommended (e.g., sound walls and/or architectural improvements) and provide funding for the agreed upon improvements.

5) Prior to the first waste-by-rail train departing from the PHIMF, the LACSD shall have constructed all structural improvements (sound walls).

6) The LACSD shall make available monies for architectural improvements (STC-rated windows and doors for the first and second row of residences in the affected communities facing the UPRR right-of-way) for a 12-month period beginning at the completion of the final noise mitigation plan. Homeowner's acceptance of the funds ends the LACSD's obligation for this Mitigation Measure.

2.1.8 Property Values

CEQA does not require an EIR to address economic impacts associated with a proposed project, which by themselves do not cause or contribute to physical impacts on the environment. Specifically, the CEQA Guidelines state that "Economic or social information *may* be included in an EIR or may be presented in whatever form the agency desires" (CEQA Guidelines, Section 15131, *emphasis added*). Further, the Guidelines state that the "Economic and social effects of a project shall not be treated as significant effects on the environment" (Section 15131[a]). The intent of CEQA is to evaluate and mitigate physical impacts on the environment. In conclusion, the comment regarding project impacts on property values is acknowledged. This issue, however, is not within the purview of the environmental review of the project per CEQA.

2.1.9 Health Risks Assessment

Because the SoCAB already experiences high levels of air pollution leading to violations in California and national ambient air quality standards and high levels of air toxics (e.g., diesel particulate matter), the SCAQMD has established regional, localized, and incremental health risk significance thresholds for determining project-related impacts. See pages 5.2-29 through 5.2-30 in the DEIR for a discussion on the SCAQMD's thresholds of significance. The health risk assessment was conducted in accordance with guidelines and methodologies recommended by the Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxic Hot Spots Program Risk Assessment Guidelines*, the South Coast Air Quality Management District's (SCAQMD) *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, and the California Air Resources Board's (CARB) *Health Risk Assessment Guidance for Rail Yard Intermodal Facilities*. No significant health risk from operation of the project was identified at sensitive receptors proximate to the project site.

2.1.10 Implementation of a Quiet Zone

The Federal Railroad Administration's (FRA) requirements for establishing a quiet zone are in the Train Horn Rule, as amended August 17, 2006. To establish a new quiet zone, the at-grade crossing must (1)

be at least a half mile in length along the railroad tracks; (2) have at each public crossing, at a minimum, flashing lights and gates in place that are equipped with constant warning time devices, where reasonably practical, and power-out indicators; and 3) if any private crossing allows access to the public or provides access to active industrial or commercial site, or if there are any pedestrian crossings, a diagnostic team review of those crossings must be conducted by the FRA, and recommendations concerning those crossing must be made. If, based on these characteristics, the Quiet Zone Risk Index of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold, then a quiet zone can be established by installing signage at each crossing that trains do not sound horns and submit notification in accordance with the Rule.

2.1.11 Extension of Public Review and Comment Period

No unusual circumstances arising from this project justify a 120-day review period, above the mandated 45-day review period required under Section 15105 of the CEQA Guidelines. Furthermore, the public review period for the DEIR was previously extended from 45 to 60 days. The commenters list the four following reasons to justify the request for additional time:

1) The project is the first of its kind in California.

   While the project would be the first local intermodal facility dedicated to the transfer of containerized municipal solid waste by rail to a remote landfill in the state of California, the project is part of a larger waste-by-rail project that has been planned by the County Sanitation District of Los Angeles County No. 2 (LACSD) for over 15 years. Pages 2-5 through 2-6 of Chapter 2 of the DEIR, *Introduction*, describes the history of the environmental planning process undertaken by the LACSD for development of the waste-by-rail system. The 1995 EIR addressed the potential significant and cumulative environmental impacts from the implementation of each component of a waste-by-rail system, which included disposal of a maximum of 4,400 tons of waste per day originating from the Puente Hills Materials Recovery Facility and environmental impacts associated with the construction and operation of a potential dedicated intermodal facility (i.e., for the exclusive use of the waste-by-rail system). Therefore, the environmental impacts from creation of a waste-by-rail system to meet the waste disposal requirements for Los Angeles County have been documented for over 15 years. The proposed project is therefore a necessary component of an operational waste-by-rail system. The DEIR analyzed the project-specific impacts associated with its construction and operation. Additional time to review is therefore not warranted based on the first of the commenter's reasons.

2) The DEIR with its appendices are four volumes, totaling over 1,000 pages, which requires several hours of reading.

   The DEIR Volume I for the project is approximately 580 pages long, contained within a 1.5-inch comb-binder. This length is not substantially longer than any other EIR for a large project. Furthermore, to help condense information, the DEIR includes an Executive Summary in Chapter 1 to provide a synopsis of the project description, Project Design Features, Mitigation Measures, significant impacts, and alternatives. While Volume II, containing the technical appendices, is 2,658 pages long, the majority of these materials are computer modeling outputs and survey results completed by the technical consultants. The additional 15 days added onto the 45-day public review period is sufficient to review the information contained within the DEIR and does not constitute unusual circumstances requiring additional time.

3) The DEIR makes reference to other EIRs, Conditional Use Permits (CUPs), and other documents that are not included in the DEIR and are located at various government agencies.

   Not unlike other EIRs, which tier off of other existing environmental analyses, the DEIR for the proposed project references all or portions of other documents that are a matter of public record or generally available to the public (CEQA Guidelines, § 15152). Chapter 2, *Introduction*, on pages 2-4 through 2-6 clearly states that the EIRs previously prepared by the LACSD are available at their offices at 1955 Workman Mill Road, Whittier, California 90601. Furthermore, the CUPs obtained by the LACSD are a matter of public record and are also available at the LACSD. Consequently, this does not constitute unusual circumstances that warrant additional review time above and beyond the time allocated.

4) The DEIR was released over the December and January Holiday season.

   Lastly, the DEIR for the proposed project was made available for public review on December 7, 2007 and public review concluded on February 4, 2008. While the City of Industry and other government agencies are closed for federal holidays including Christmas Eve, Christmas Day, New Year's Eve, New Year's Day, and Martin Luther King Jr. Day, the additional two weeks (15 days) of review time more than compensates for the five federal holidays and vacations that individual reviewers may have had scheduled. Consequently, this does not constitute unusual circumstances requiring additional time.

The requested 120-day review period is more than two-and-a-half times the mandated public review period and no unusual circumstances are presented that warrant the requested review period, for the reasons given above.

2.1.12 Feasibility and Adequacy of Mitigation Measures

The DEIR for the proposed project was prepared as a Project EIR, which is the most common type of EIR and examines all phases of the project including planning, construction, and operation (CEQA Guidelines Section 15161). Per the Guidelines, "An EIR shall describe *feasible* measures which could minimize significant adverse impacts, including where relevant, inefficient, and unnecessary consumption of energy" (Section 15126.4[a][1]), *emphasis added*). "Feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors" (Section 15364).

As discussed in the various topical sections (e.g., air quality, noise, traffic) of the DEIR, the proposed project would have potentially significant impacts related to:

- Air Quality
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation/Traffic
- Utilities and Service Systems

Per the CEQA definition of "feasible," the DEIR outlined feasible mitigation measures that would lessen the identified impacts. However, as disclosed in the DEIR, impacts to air quality (Impact 5.2-3, Impact 5.2-4, and Impact 5.2-5), noise (Impact 5.7-2, Impact 5.7-4, Impact 5.7-5, Impact 5.7-6, and impact 5.7-7),

and traffic (Impact 5.10-2) would remain significant and unavoidable even with mitigation. A detailed, quantified analysis has been provided to assess each of these impacts and to support this conclusion. With regard to noise Impact 5.2-4 and air quality Impacts 5.7-5 and 5.7-6, no feasible mitigation measures were available to reduce the identified impacts; therefore, these impacts would require the adoption a Statement of Overriding Considerations.

2.1.13 Sealed Container Transfer Operation

The California Code of Regulations, Title 14, Section 17402, defines a sealed container transfer operation to mean "a transfer operation that meets the following requirements:

(A) handle only solid waste that has previously been placed within containers that have either a latched, hard top or other impermeable cover which is closed tightly enough to:

(1) prevent liquid from infiltrating into or leaking out of the container; and

(2) prevent the propagation and migration of vectors; and,

(i) the solid waste remains within the unopened containers at all times while on-site; and,

(ii) the containers are not stored on-site for more than 96 hours."

The requirement that containers must be unopened and not stored on-site for more than 96 hours applies only to containers that are filled with solid waste. Empty storage containers are not subject to the regulation. While it is not likely that containers would be stored indefinitely—they are intended to be used continually for PHIMF operations—the DEIR evaluates the potential for them to be on-site for extended periods of time. All containers would be maintained in accordance with the Container Inspection, Maintenance and Repair Program, which includes periodic container washing to reduce odors.

2.1.14 Phase-In of Tier 3 and Tier 4 Locomotives

The United States Environmental Protection Agency's (USEPA) *Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less Than 30 Liters Per Cylinder Rule* was adopted on March 14, 2008, which includes provisions for Tier 3 and Tier 4 standards for new locomotives. Tier 3 locomotives are not forecast to be commercially available until 2012, at the earliest, when they would be phased into the UPRR locomotive fleet. Likewise, Tier 4 locomotives are not forecast to be commercially available until 2015–2017, at the earliest, when they would be phased into the UPRR locomotive fleet. Therefore, Tier 3 and Tier 4 locomotives would not be available to serve the project at the start of operations in 2011/2012.

2.1.15 Traffic Circulation and Modifications to the PHMRF

The Los Angeles County Department of Regional Planning (DRP) is the permitting agency for the current Puente Hills Landfill Conditional Use Permit (CUP) and PHMRF CUP. The proposed traffic circulation for the PHIMF is shown in Figure 3-10, *Traffic Circulation Plan*, in the DEIR. The traffic circulation shown in Figure 3-10 would not affect the existing ingress/egress to the PHMRF or the traffic pattern at the PHMRF. Therefore, changes to the CUP based on the project's circulation plan are not warranted.

The PHMRF customers would continue to enter the site via the entrance at Crossroads Parkway South. However, to accommodate the traffic pattern for the PHIMF, some internal roadways around the PHMRF structure would be modified and may include:

1) Constructing a new road from the PHMRF support areas (vehicle maintenance and general maintenance areas) to the parking lot south of the PHMRF building.

2) Constructing a short descending ramp to provide ingress to the PHIMF road to the north or access to the loading bays and egress from the PHIMF road to the south.

3) Constructing a short bridge over the existing out-loading bay road at the west end of the PHMRF to provide direct access to the PHMRF support areas.

This work involves mostly grading, paving, striping, and construction of retaining walls on the west end of the PHMRF. Construction impacts (e.g., air quality, noise) associated with these activities were included and analyzed in the DEIR. Minor structural modifications at the PHMRF would have minimal impact on operations. LACSD has been involved in ongoing discussions with DRP regarding the development of the PHIMF, including determining if any changes to the Puente Hills Landfill CUP or PHMRF CUP would be required. Based on discussions to date, DRP staff has indicated the PHIMF project would not require reopening of the CUPs for the Puente Hills Landfill or the PHMRF. However, LACSD would be required to submit a revised "Exhibit A" of the site plan for the PHMRF to reflect the revised traffic circulation outside PHMRF building as a result of the development of the PHIMF. The revised Exhibit A would be administratively incorporated as part of the PHMRF CUP. Changes to the DEIR text that incorporate this information are described in more detail in Chapter 4, *Revisions to the Draft EIR*, of this FEIR.

2.1.16 Capacity of the Puente Hills Intermodal Facility

The proposed project involves construction and operation of a local intermodal facility (IMF) with a capacity of handling two trains per day, or approximately 8,000 tons per day (tpd). The PHIMF is one of many local IMFs that would need to be constructed to meet future disposal needs in Los Angeles County and is only one component of the entire waste-by-rail system. The PHIMF, as proposed, was never intended to be the only facility serving the Mesquite Regional Landfill (MRL) nor as compensation for the loss of disposal capacity at the Puente Hills Landfill. The Final Environmental Impact Statement (EIS) and EIR for the Proposed Mesquite Regional Landfill (State Clearinghouse No. 1992051024) identifies that several local IMFs would be required and describes truck haul limitations for out-of-county waste. The CUP for the MRL permits the movement of 20,000 tpd per day of waste-by-rail from multiple local IMFs. Consequently, other actions initiated by the County Sanitation District No. 2 of Los Angeles County (LACSD) to provide additional disposal capacity to meet the waste disposal needs for the County are not a part of the project, including the pending CUP amendment to allow up to 4,000 tpd of truck haul to the MRL. Environmental analysis for other projects initiated by the LACSD not related to the operations of the PHIMF would undergo separate environmental review.

2.1.17 Hours of Operation

As described in Section 3.3.3, *Project Schedule*, of Chapter 3 of the DEIR, the PHIMF would operate 24 hours a day, seven days per week, to load and unload containers from rail cars, assemble and disassemble unit trains, and maintenance of equipment and facilities. As noted in the DEIR, receipt of rail-ready shipping containers and the transport of trains to and from the Mesquite Regional Landfill (MRL) would typically only occur six days per week. A 24-hour a day operation is necessary to meet the

8,000 tons per day capacity of the facility. Additionally, the ability of the Union Pacific Railroad (UPRR) to provide service to the PHIMF would be dictated by the level of activity on the tracks. Consequently, it is not feasible to restrict operation of the PHIMF to daytime hours.

2.1.18 Project Funding

The project applicant is the County Sanitation District No. 2 of Los Angeles County (LACSD), which is funding the project. In 1991, an Ad Hoc Committee, comprised of city officials and city managers, was formed to guide the LACSD's efforts in developing waste-by-rail. In December 1991, the Committee issued the Report on Waste-by-Rail. The Committee identified the higher cost of waste-by-rail as one of the major obstacles to implementing a waste-by-rail system and recommended that the LACSD implement a cost levelization program. "Cost levelization" or "cost transition", a term used to describe a program to provide rate stabilization and a controlled transition to the higher cost of waste-by-rail, has been implemented since January 2005. The LACSD's strategy is to provide a gradual cost increase and smooth transition between the current cost of local disposal capacity and the higher cost of remote disposal. This is to be accomplished through the creation of a rate stabilization/transition fund that will be used to pay for the development of infrastructures for the waste-by-rail system, including the PHIMF and the MRL, and offset transportation and disposal costs over a 20-year period. The fund is composed of three components: 1) an initial contribution of $150 million from LACSD gas-to-energy revenues; 2) contributions from future gas-to-energy revenues; and 3) a dedicated portion of future tipping fee increases at the Puente Hills Landfill.

Environmental review under the National Environmental Policy Act (NEPA) is only applicable if a project is subject to a federal action or when it requires a permit, regulatory decision, or funding from a federal agency. The proposed project does not meet any of these criteria and is not subject to NEPA.

4. Revisions to the Draft EIR

4.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. These changes do not alter any impact significance conclusions as disclosed in the DEIR. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and underlined to signify additions.

4.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

Page 5.10-4, Section 5.10, *Transportation and Traffic*. The following text has been revised in response to Comment B3-1 from Nerses Yerjanian, California Department of Transportation.

Freeway Level of Service Analysis

Two CMP freeway-monitoring stations in the vicinity of the project study area were analyzed as part of the traffic impact analysis. The first station is on the San Gabriel River Freeway (I-605) just north of the I-605/Pomona Freeway (SR-60) interchange. The second station is on SR-60 east of the I-605/SR-60 interchange. The mainline freeway analysis is based on methodology published in the Highway Capacity Manual (HCM) 2000 and is focused on basic main-line segments of each freeway. Basic freeway segments have uniform traffic conditions and roadway characteristics, such as the number of lanes, shoulder clearance, and grade. Freeway segments are analyzed using capacity and level of service (LOS) concepts from HCM 2000 Chapter 23, Basic Freeway Segments. The measure used to provide an estimate of levels of service is density, where density is calculated from the average vehicle flow rate per lane and the average speed. Level of service thresholds for a basic freeway segment are summarized in Table 5.10-4. The specification of maximum densities for LOS A through D is based on the collective professional judgment of the members of the Committee on Highway Capacity and Quality of Service for the Transportation Research Board. The upper value for LOS E is the maximum density at which sustained flows at capacity are expected to occur. Failure, breakdown, and congestion (LOS F) occur when queues begin to form on the freeway. Density (passenger cars per mile per lane) tends to increase sharply within the queue and may be considerably higher than the maximum value of 45 passenger cars per mile per lane. ~~The LOS for the identified station locations were determined based on V/C ratios and descriptions outlined in Table 5.10-4.~~ Based on Caltrans Traffic Impact Studies guidelines, a capacity of 2,350 vehicles per lane per hour (vplph), corresponding to an LOS E, was used for freeway mixed-flow lanes. ~~For the purpose of the traffic impact analysis, high occupancy vehicle (HOV) lanes were analyzed at one-half the capacity of main line mixed flow lanes.~~ Freeway LOS analysis was conducted for the AM and PM peak hours.

Table 5.10-4
Level of Service Thresholds for Basic Freeway Segments ~~at~~ ~~65 Miles per Hour~~

LOS	~~Maximum V/C Ratio~~ Density Range (pc/mi/in)[1]
A	0 – 11 ~~0.30~~
B	>11 – 18 ~~0.50~~
C	>18 – 26 ~~0.71~~
D	>26 – 35 ~~0.89~~
E	>35 – 45 ~~1.00~~
F	>45 ~~> 1.00~~

Source: ~~Caltrans Traffic Impact Studies Guidelines~~ Highway Capacity Manual (HCM) 2000 Chapter 23 – Basic Freeway Segments
[1] pc/mi/ln = passenger cars per mile per lane

Pages 5.10-12 through 5.10-13, Section 5.10, *Transportation and Traffic*. The following text has been revised in response to Comment B3-1 from Nerses Yerjanian, California Department of Transportation.

Existing Freeway Level of Service

As previously stated, two CMP freeway-monitoring stations in the vicinity of the project study area were identified for the freeway traffic analysis. One station is on I-605 just north of the I-605/SR-60 interchange. The other station is on SR-60 to the east of I-605/SR-60 interchange. Existing daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-8 and 5.10-9, respectively. ~~As these tables indicate, the analyzed freeway-monitoring stations currently operate at satisfactory LOS.~~

Table 5.10-8
Existing (Year 2006) AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	2005 Volume	Existing (Year 2006) Volume	Existing (Year 2006) ~~V/C~~ Density	Existing (Year 2006) LOS
I-605 North of the I-605/SR-60 Junction						
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	5,894	5,953	28.80 ~~0.56~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	9,020	9,110	45.6 ~~0.86~~	F ~~D~~
SR-60 East of the SR-60/I-605 Junction						
Eastbound	5	11,750	7,771	7,849	29.4 ~~0.67~~	D ~~C~~
Westbound	5	11,750	8,555	8,641	75.8 ~~0.74~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-9
Existing (Year 2006) PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	2005 Volume	Existing (Year 2006)		
				Volume	~~V/C~~ Density	LOS
I-605 North of the SR-60 Junction						
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	8,462	8,510	52.8 ~~0.80~~	F ~~D~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	7,822	7,900	29.8 ~~0.75~~	D
SR-60 East of the I-605 Junction						
Eastbound	5	11,750	8,495	8,580	33.7 ~~0.73~~	D
Westbound	5	11,750	8,350	8,434	27.2 ~~0.72~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Pages 5.10-30 through 5.10-34, Section 5.10, *Transportation and Traffic*. The following text has been revised in response to Comment B3-1 from Nerses Yerjanian, California Department of Transportation.

Future Without Project (Year 2011)

Daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-33 and 5.10-34 for the Future Without Project (Year 2011) condition. The traffic volumes for year 2011 were developed by adding the ambient growth volumes and cumulative projects volumes. As these tables indicate, ~~the freeway monitoring stations analyzed in this scenario would operate at satisfactory LOS and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines.~~

Table 5.10-33
Future Without Project (Year 2011)
AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2011 – No Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	6,349	30.7 ~~0.60~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	10,146	50.8 ~~0.96~~	F ~~E~~
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	8,332	31.2 ~~0.71~~	D ~~C~~
Westbound	5	11,750	9,178	80.6 ~~0.78~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-34
Future Without Project (Year 2011)
PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2011 – No Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	9,165	56.9 ~~0.87~~	F ~~D~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	8,413	31.8 ~~0.80~~	D
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	9,050	35.5 ~~0.77~~	F ~~D~~
Westbound	5	11,750	8,896	28.6 ~~0.76~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Future Without Project (Year 2013)

Daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-35 and 5.10-36 for the Future Without Project (Year 2013) condition. The traffic volumes for year 2013 were developed by adding the ambient growth volumes and cumulative projects volumes. Cumulative project volumes for year 2013 reflect trip reductions due to closure of the Puente Hills Landfill. As these tables indicate, ~~the freeway monitoring stations analyzed in this scenario would operate at satisfactory LOS and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines.~~

Table 5.10-35
Future Without Project (Year 2013)
AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2013 – No Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	6,349	31.3 ~~0.60~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	10,146	51.7 ~~0.96~~	F ~~E~~
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	8,332	31.3 ~~0.71~~	D ~~C~~
Westbound	5	11,750	9,178	80.7 ~~0.78~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-36
Future Without Project (Year 2013)
PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2013 – No Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4.5	9,400 ~~10,575~~	9,165	58.0 ~~0.87~~	F ~~D~~
Southbound	4.5	9,400 ~~10,575~~	8,413	32.4 ~~0.80~~	D
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	9,050	36.4 ~~0.77~~	F ~~D~~
Westbound	5	11,750	8,896	29.1 ~~0.76~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Future With Project Scenario 1 (Year 2011)

Daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-37 and 5.10-38 for the Future With Project Scenario 1 (Year 2011) condition. The traffic volumes for this scenario were developed by adding ambient growth, new trips generated by the PHIMF, and new trips generated by the cumulative projects. As these tables indicate, ~~the analyzed freeway monitoring stations would continue operating at satisfactory LOS and~~ compared to the Future Without Project (Year 2011) condition, the LOS of the freeway monitoring stations analyzed in this scenario would remain the same and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines. ~~Additionally, compared to the Future Without Project (Year 2011) condition, the LOS of the freeway monitoring stations analyzed in this scenario would remain the same.~~

Table 5.10-37
Future With Project Scenario 1 (Year 2011)
AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2011 – With Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	6,353	30.8 ~~0.60~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	10,156	50.8 ~~0.96~~	F ~~E~~
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	8,332	31.2 ~~0.71~~	D ~~C~~
Westbound	5	11,750	9,178	80.6 ~~0.78~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-38
Future With Project Scenario 1 (Year 2011)
PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2011 – With Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	9,171	56.9 ~~0.87~~	F ~~D~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	8,419	31.8 ~~0.80~~	D
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	9,050	35.5 ~~0.77~~	F ~~D~~
Westbound	5	11,750	8,896	28.6 ~~0.76~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Future With Project Scenario 2 (Year 2013)

Daily traffic volumes, ~~V/C ratios~~ density values, and LOS for the AM and PM peak hours are presented in Tables 5.10-39 and 5.10-40 for the Future With Project Scenario 2 (Year 2013) condition. The traffic volumes for this scenario were developed by adding the ambient growth, new trips generated by the PHIMF, and new trips generated by the cumulative projects. The cumulative projects for this scenario include the closure of the Puente Hills Landfill and its conversion to recreational uses. As these tables indicate, ~~the analyzed freeway monitoring stations would continue operating at satisfactory LOS and~~ compared to the Future Without Project (Year 2013) condition, the LOS of the freeway monitoring locations analyzed in this scenario would remain the same and no traffic impacts would occur based on the Caltrans traffic impact analysis guidelines. ~~Additionally, compared to the Future Without Project (Year 2013) condition, the LOS of the freeway monitoring locations analyzed in this scenario would remain the same.~~

Table 5.10-39
Future With Project Scenario 2 (Year 2013)
AM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2013 – With Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	6,478	31.4 ~~0.61~~	D ~~C~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	10,354	51.8 ~~0.98~~	F ~~E~~
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	8,381	31.4 ~~0.71~~	D ~~C~~
Westbound	5	11,750	9,234	81.0 ~~0.79~~	F ~~D~~

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Table 5.10-40
Future With Project Scenario 2 (Year 2013)
PM Peak Hour Freeway Level of Service Analysis

Freeway Analysis Locations	Lanes	Capacity	Year 2013 – With Project		
			Volume	~~V/C~~ Density	LOS
I-605 North of the I-605/SR-60 Junction					
Northbound	4 ~~4.5~~	9,400 ~~10,575~~	9,351	58.0 ~~0.88~~	F ~~D~~
Southbound	4 ~~4.5~~	9,400 ~~10,575~~	8,594	32.4 ~~0.81~~	D
SR-60 East of the SR-60/I-605 Junction					
Eastbound	5	11,750	9,315	36.6 ~~0.79~~	F ~~D~~
Westbound	5	11,750	9,075	29.2 ~~0.77~~	D

Source: IBI Group, Puente Hills Intermodal Facility Traffic Impact Analysis, June 19, 2007.

Appendix H, *Traffic Impact Analysis*, Pages 91 through 94, Section 6.0, Freeway Analysis and Technical Appendix. The following text has been revised in response to Comment B3-1 from Nerses Yerjanian, California Department of Transportation.

See Appendix I of this FEIR for revisions to the Traffic Impact Analysis and associated technical appendices for changes to Appendix H, *Traffic Impact Analysis*.

Page 5.2-55, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B3-4, from Nerses Yerjanian, California Department of Transportation.

2-4 The County Sanitation District No. 2 of Los Angles County shall require the construction contractor to identify haul routes for material deliveries, soil haul, and worker vehicles that minimize obstruction of through traffic lanes adjacent to the construction sites. During construction within the roadway right-of-way, the construction contractor shall retain a flag person to maintain the safety of the adjacent roadways. The District shall coordinate with and obtain a permit from the California Department of Transportation and/or the Los Angeles County Department of Public Works for any heavy construction equipment and/or materials that require the use of oversized-transport vehicles.

Page 5.2-30, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B5-7 from Susan Nakamura, South Coast Air Quality Management District.

Health Risk Analysis

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1403~~1~~, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. Table 5.2-13 lists the SCAQMD's TAC incremental risk thresholds for operation of a project.

Table 5.2-13
SCAQMD Toxic Air Contaminants
Incremental Risk Thresholds

Maximum ~~Incremental~~ Individual Cancer Risk	≥ 10 in 1 million
Hazard Index (project increment)	≥ 1.0

Page 5.2-38, Section 5.2, *Air Quality*. The following text has been revised in response to Comments B5-12 and B5-16 from Susan Nakamura, South Coast Air Quality Management District.

Rubber-Tired Gantry Cranes. Operation of the PHIMF would include use of up to two RTG cranes to transfer intermodal containers between trucks and rail cars on the loading tracks. Each train can accommodate up to 182 containers. Each container would need to be both taken off the trucks and placed on outbound trains and, conversely, taken off inbound trains and placed on the trucks. To be conservative, it was assumed that for both loading and unloading, 40 percent of the time containers would require double handling (292 lifts) while 60 percent of the time containers would only require one lift (218 lifts). Under a single-train per day operations, there would be 510 lifts per day. An RTG crane has a transfer rate of 35 lifts per hour. Based on data prepared by Sierra Research, it is anticipated that the RTG cranes would cumulatively operate 14.6 hours per day in order to move the containers associated with 4,000 tons per day of waste and 29.2 hours per day under two-trains-per-day operations in 2013....

Page 5.2-55, under Impact 5.2-3, Section 5.2, *Air Quality*. The following mitigation measures have been added/revised in response to Comments B5-13 and B5-22 from Susan Nakamura, South Coast Air Quality Management District and Comment D9-22 from Daryl Koutnik, Impact Sciences.

2-1 ~~To the extent allowed by the Public Contract Code, t~~The County Sanitation District No. 2 of Los Angeles County shall specify that the construction contractor shall use graders, dozers, backhoes, and excavators that meet Tier 2, or higher air pollutant emission standards ~~provided that such equipment is commercially available~~.

Page 5.2-51, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B5-15 from Susan Nakamura, South Coast Air Quality Management District; C3-2 from Iris Aguirre, Los Angeles County Department of Health; D7-2 through D7-14 from Peter Aylward, Strategic Property Advisors; D11-30 from Maria Mejia, Attorney; E9-13, E25-5, E28-2 through E28-8, E30-4, E32-2, E35-8 from the Residents of the North Whittier Neighborhood Watch-Avocado Heights Coalition; E52-3 from Don Moss; and E53-16 from Duncan McKee.

With respect to odors from containerized MSW, all containers accepted at the PHIMF would be required to be leakproof and have their vents closed during transit to the MRL. Wash-down of the empty containers would be conducted at the MRL. Furthermore, consistent with State Regulations (Title 27), as enforced by ~~under~~ the Local Enforcement Agency (LEA) under the direction of ~~permit required by~~ the California Integrated Waste Management Board, containers (full or empty) would not be allowed to remain on-site for ~~up to~~ more than 96 hours. Based on discussions with the UPRR, the LACSD expects the loading and transport process to take approximately 24 hours, and in almost all cases occur within 48 hours, limiting the potential for odors to occur.

To determine the potential for odor to substantially affect a significant number of people, the LACSD conducted a study to investigate the potential for odors to be noticeable outside the container. The study was carried out over several months and was based upon prior landfill operating experience and research, supplemented with a comprehensive field study. The field study, carried out at the Puente Hills Landfill and PHMRF, included monitoring refuse-filled containers similar to those that will be used in the waste-by-rail system. Seven field tests were conducted from January to July 2007, including tests conducted in the summer months when ambient temperatures reached close to 100˚F. For the laboratory tests, the LACSD uses two different olfactory methods. The first method, conducted in conformance with ASTM E679-04, involves an odor panel of six to ten people, trained in odor detection that measure the intensity of odorants. The second method uses gas chromatography/mass spectrometry-olfactometry (GC/MS-OLF) to identify odorants. Gas samples were sent to the LACSD's Joint Water Pollution Control Plant Laboratory for olfactometry analysis.

The laboratory analysis performed for hydrogen sulfide (H_2S) gas (which is considered a highly odorous compound) in samples taken both inside and just outside (two feet) of the container showed that in all instances, the H_2S levels outside of the container were below the detection level of the laboratory analysis (less than 0.1 ppm) after four days in all seven of the field tests. Similar laboratory analyses for other odorous compounds (e.g. mercaptons and other sulfide compounds) confirmed this trend. Odor panel results are expressed as a dilution to threshold ratio (D/T), which is the ratio of clean dilution gas to that of the sample gas in order to reduce the sample gas to below the detection level. In general, a D/T level of over 100 would be quite noticeable and values over 1,000 would be offensive. Levels in the interior of the containers were ranged from 1,500 to 44,000 D/T. However, odor levels just outside the container (two feet) were ranged from 20 to 660 D/T,[1] with most being in the 20 to 50 D/T range, and were generally indistinguishable from ambient air samples.

Trained technicians conducted field observations for the presence of odors. The technicians noted a decrease in odor intensity at progressively further distances from the containers. In no instances did the technician detect any odors at distances over 15 feet from the container. Consequently, both laboratory and field tests confirm that substantial odors would not be generated from the containerized waste because odors from the containers would generally be indistinguishable from ambient air samples at distances of 15 feet.

[1] The 660 D/T value included background value of 580 D/T, indicating that the odor panel is likely picking up background odors and not odors associated with the MSW container.

Although no significant odor-related impacts associated with transportation of MSW in containers would occur, as part of the operations of the facility the LACSD would develop and implement an Odor Management Plan for the PHIMF. The plan would be designed to minimize odor impacts from the project. As part of the Conditions of Approval for the project, the City of Industry will require the LACSD to submit the Odor Management Plan prior to issuance of occupancy permits of the PHIMF. The plan would:

1) Describe potential odor sources at the facility;

2) Identify ways to prevent or minimize the odors, including, but not limited to measures identified in the:

   a. Mesquite Regional Landfill Environmental Impact Report/Environmental Impact Statement (EIR/EIS),

   b. MRL Conditional Use Permit (CUP), and

   c. PHIMF DEIR;

3) Outline community response procedures, including a 24-hour, staffed complaint hotline;

4) Describe corrective actions to be taken if odor is confirmed; and

5) Specify record-keeping requirements.

As part of the Odor Management Plan, the LACSD would verify that severely odorous refuse loads are not placed directly into the containers without implementing additional procedures to reduce odor generation. The procedures may involve mixing odorous refuse with normal refuse, allowing odorous loads to aerate before loading, or using odor-control substances to reduce odor generation. Furthermore, the LACSD has already set up a hotline that is staffed 24 hours per day to receive any odor complaints at the Puente Hills Landfill and the PHMRF and would extend this program to include the PHIMF. A sign would be posted at the PHIMF displaying the contact telephone number of this hotline. If an odor complaint is received technicians would be dispatched within two hours to investigate and the time, date, and location of the complaint would be documented.

The LACSD would also follow procedures outlined in the MRL EIR/EIS to reduce odor generation. The most effective method to minimize odors would be to keep vents and other openings closed. Carbon filters or other air-scrubbing device would be available at the PHIMF for installation on containers, as necessary. Accordingly, the containers will be designed to accommodate the installation of these air-scrubbing devices. Some of the odor-control measures identified in the MRL EIR/EIS included the washing of containers for every sixth trip to the landfill, using fully sealed containers, and keeping the vents on the containers closed except during the unloading of refuse at the MRL. The LACSD is currently constructing the MRL, which will have a container wash facility and a container repair facility.

LACSD would also implement a regular Container Inspection, Maintenance, and Repair Program. Elements of this program would include: 1) inspecting all containers for dents, punctures, structural damage, and graffiti; 2) monitoring the proper working condition of the lids, doors, seals, and vents; 3) ensuring that all vents on containers are closed prior to transit; 4) implanting a container tracking protocol that would allow for regular, preventative maintenance (e.g., door seal replacement) to occur according to the manufacture's specifications; 5) identifying locations where container maintenance and repair would be conducted and where damaged containers would be stored; 6) establishing measures

to be taken to minimize odor while containers are awaiting repair or during repairs; 7) minimizing odor associated with container repairs conducted at the PHIMF; and 8) establishing a program for regular cleaning of containers. Records of any container inspection, maintenance, and repair conducted at the MRL would be made available at the PHIMF for inspection by the public to ensure the program is effective. Container damage that could allow escape of odors and gas to the atmosphere, such as damage to lids, doors, walls, and seals, would be repaired immediately. All routine maintenance and repair of containers used at the PHIMF and other local intermodal facilities would be conducted at the MRL. Container repair and maintenance activities at the PHIMF would be limited to emergency situations or if the container could not be transported safely to the MRL without repairs.

Based on these requirements and the distance from the PHIMF to nearby sensitive land uses, potential odor impacts from on-site containerized MSW are less than significant.

Page 5.2-39, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B5-16, from Susan Nakamura, South Coast Air Quality Management District.

… The switch locomotive would have a combined duty-cycle-composite weighted horsepower of 178.55. Daily use of the switch locomotive is assumed to be three hours per train, based on data prepared by Sierra Research for the MRL and operations as proposed by the LACSD. This is based on the following: 1) it takes 41 minutes for a switch locomotive traveling at 15 miles per hour (mph) to travel approximately 54,000 feet (approximate distances traveled by car segments and switch locomotive and 2) it takes another 49 minutes for a switch locomotive to couple size segments of railcars onto each other, with each coupling event taking five minutes plus travel time at 5 mph.

Page 5.2-55, under Impact 5.2-5, Section 5.2, *Air Quality*. The following mitigation measures have been revised/added in response to Comment B5-22 from Susan Nakamura, South Coast Air Quality Management District; D8-8 from Dale Goldsmith, Armbruster & Goldsmith; and E9-13 from the Residents of the North Whittier Neighborhood Watch-Avocado Heights Coalition.

2-5 Demolition activities, grading activities, and unpaved haul roads shall be subject to watering a minimum of three times (as opposed to twice) daily.

2-7 The construction contractor shall suspend excavating and grading operations when wind speed (as instantaneous gusts) exceeds 25 miles per hour.

2-8 The construction contractor shall maintain a minimum of 12 inches of freeboard and use tarps or other suitable enclosures for all haul trucks hauling soil, sand, and other loose materials.

2-9 The construction contractor shall limit track-out to less than 25 feet from an active operation and remove track-out at the conclusion of each workday.

Page 6-1, under Impact 5.2-4, Section 6, *Significant Unavoidable Adverse Impacts*. The following references to the Mitigation Measures have revised.

- *Impact 5.2-4.* **Significant.** Operation of the PHIMF would generate emissions of NO_X that exceed the SCAQMD's mass daily operational emission thresholds and would significantly contribute to the SoCAB ozone and fine particulate matter ($PM_{2.5}$) nonattainment designation. Traffic improvements ~~proposed~~ for operation of the project required under Mitigation Measures 10-1,

10-2, 10-9, and 10-10 ~~as part of the project~~ (see Section 5.10, *Transportation and Traffic*), would generally improve local traffic flow, thereby reducing emissions generated in the project study area...

Page 6-1, under Impact 5.7-2, Section 6, *Significant Unavoidable Adverse Impacts*. The following references to the Mitigation Measures have revised.

- *Impact 5.7-2.* **Significant.** Two to four additional train trips on the Union Pacific Railroad (UPRR) would result in noticeable single-event noise when project-related trains pass residential neighborhoods adjacent to the railroad tracks. Implementation of Mitigation Measures 7-1 ~~and~~through 7-~~2~~3 would reduce noise levels from all train activities (existing and project-related trains) within the immediate vicinity of the PHIMF, to the extent feasible....

Page 5.2-56, Section 5.2, *Air Quality*. The following text has been revised in response to Comment B5-29 from Susan Nakamura, South Coast Air Quality Management District.

Impact 5.2-4

Traffic improvements ~~proposed~~ for operation of the project required under Mitigation Measures 10-1, 10-2, 10-9, and 10-10 ~~as part of the project~~ (see Chapter 5.10, *Transportation and Traffic*), would generally improve local traffic flow, thereby reducing emissions created in the project area. In addition, Mitigation Measure 10-9 would warn motorists of the anticipated length of delay at the Workman Mill Road at-grade crossing, up to six to seven minutes, which would allow motorists to turn off their engines….

Page 5.2-56, under Impact 5.2-3, Section 5.2, Air Quality. The reference to the Mitigation Measures has been revised.

... As shown in this table, Measure 2-5 through~~and~~ 2-~~6~~9 would reduce concentrations of PM_{10} and $PM_{2.5}$; however, air pollutant emissions generated during construction activities would continue to exceed the SCAQMD thresholds. Consequently, Impact 5.2-5 would remain significant and unavoidable.

Page 5.11-4, Under Impact 5.11-1, Section 5.11, *Utilities and Service Systems*. The following text has been revised in response to Comment C1-2 from Dan Arrighi, San Gabriel Valley Water District.

The LACSD would be required to obtain a "will-serve" letter from the San Gabriel Valley Water Company for the project. Construction of the PHIMF and associated off-site improvements may also require modifications to the San Gabriel Valley Water Company's water system infrastructure within Workman Mill Road. The LACSD would coordinate with the San Gabriel Valley Water Company's Engineering Department to discuss plans, schedules, costs, and contractual arrangements for work performed within the UPRR right-of-way and Workman Mill Road right-of-way that affects the San Gabriel Valley Water District's facilities. The LACSD would coordinate with the San Gabriel Valley Water District for 1) relocation of facilities that would be displaced during construction activities, and 2) installation of additional facilities, if warranted, to accommodate the new alignment of San Gabriel Valley Water District facilities that were displaced as a result of the proposed project, in accordance with rules filed with the California Public Utilities Commission (PUC) and San Gabriel Valley Water District's tariff schedule.

Page 3-15, Section 3, *Project Description*. The following text has been revised in response to Comment C3-1, from Iris Aguirre, Los Angeles County Department of Public Health.

Under the CIWMB's tiered permitting system, the LACSD would be required to provide notification to the Local Enforcement Agency (LEA) prior to operation of the PHIMF and to meet certain minimum regulatory standards in order to operate. The Los Angeles County Department of Public Health ~~Services~~ would be the designated LEA for the project.

Page 3-46, Section 3, *Project Description*. Table 3-6 has been revised in response to Comment C3-1, from Iris Aguirre, Los Angeles County Department of Public Health.

Table 3-6
Intended Uses of the EIR

Lead Agency	*Action*
City of Industry Planning Commission and City Council	Approval of conditional use permit Approval of development plan and agreement
City of Industry Planning and Engineering Departments	Approval of street improvement plans Approval of building plans Approval of grading and drainage plans Approval of improvements to Crossroads Parkway Approval of modifications to substructure of Peck Road railroad bridge
Responsible Agencies	***Action***
Local Enforcement Agency (Los Angeles County Department of Public Health ~~Services~~)	Processing of notice of intent to operate a "sealed container transfer operation" under tiered permitting program
Los Angeles Regional Water Quality Control Board	Processing of notice of intent to comply with general construction and stormwater permits and approval of stormwater pollution prevention plans
Los Angeles County Department of Regional Planning	Approval of off-street improvements within Parcel A
Los Angeles County Department of Public Works	Approval of improvements to the stormwater drainage facilities and modifications to Workman Mill Road Approval of modifications to substructure of Peck Road railroad bridge
California Public Utilities Commission	Approval of improvements to the UPRR corridor and at-grade crossings
California Department of Transportation	Approval of improvements to the SR-60 UPRR underpass
Federal Railroad Administration	Approval of Quiet Zone at the Workman Mill Road/UPRR crossing

Page 3-15, Section 3, *Project Description*. The following text has been added in response to Comment C3-5 from Iris Aguirre, Los Angeles Department of Public Health; D9-2 from Daryl Koutnik; and D11-14 from Maria Mejia, Attorney.

The proposed project would involve the construction of an off-street access road between the PHMRF and the PHIMF. This access road would be used to reduce the potential impact of project-generated traffic (see discussion below: Off-Street Access). Based on preliminary engineering, the internal roadways of the PHMRF have adequate capacity to accommodate planned PHMRF traffic as well as the additional trucks from other MRFs that would be routed around the PHMRF to use the off-street access to the PHIMF. Modifications proposed at the PHMRF include 1) changing the external traffic circulation around the PHMRF facility, 2) adding compactors to the out-loading bays, and 3) adding infrastructure

required for an automatic equipment identification system. Minor modifications to other PHMRF facilities~~,~~ ~~such as scales and check in facilities, may~~ ~~also be needed~~ to accommodate the additional truck traffic, include 1) constructing a new road from the PHMRF support areas (vehicle maintenance and general maintenance areas) to the parking lot south of the PHMRF building, 2) constructing a short-descent ramp to provide ingress to the PHIMF road to the north or access to the loading bays and egress to the PHIMF road to the south, and 3) constructing a short bridge over the existing out-loading bay road at the west end of the PHMRF to provide direct access to the PHIMF support areas. In addition, the outloading bays at the PHMRF (i.e., where the residual refuse, after sorting/recovery, is loaded into the top of transfer trailers prior to transport to landfills) would be modified to incorporate preload compactors. The preload compactors would be used to compact the refuse prior to loading in the intermodal containers, thereby increasing the payload of the containers. The PHMRF was designed to accommodate these preload compactors; therefore, installation of these units would only involve minor modifications. Additional infrastructure required for an automatic identification system typically includes readers of transponder signals, workstation or programmable logic controllers, network communications, and an interface with an existing scale indicator.

Page 5.11-5, Under Impact 5.11-1, Section 5.11, *Utilities and Service Systems*. The following text has been added in response to Comment C4-6 from Fred Rubin, County of Los Angeles Department of Public Works.

Construction of the PHIMF and associated off-site improvements may require modifications to the surrounding sewer system infrastructure maintained by the County of Los Angeles Department of Public Works (DPW) Consolidated Sewer Maintenance District. The LACSD would consult with the DPW prior to construction activities to identify local sewer lines potentially affected by construction. The LACSD would accommodate rerouting or realignment of existing sewer lines maintained by the DPW's Consolidated Sewer Maintenance District that may be displaced as a result of the proposed project, in accordance with rules filed with the California Public Utilities Commission (PUC). However, the DPW has indicated that no significant effects on facilities maintained by the DPW would occur as a result of the project.

Page 5.10-52 and 5.10-53, Section 5.10, *Transportation and Traffic*. Mitigation Measure 10-3 and 10-6 have been revised in response to Comment C5-1 from Christopher Magdosku, City of Whittier.

10-3 Peck Road between Pellissier Place and Workman Mill Road. The traffic signals at the Workman Mill Road/Peck Road and Pellissier Place/Peck Road intersections shall be retimed to provide efficient traffic flow during construction on Peck Road. Retiming may include changing the signal cycle duration or signal timing for specific movements. Prior to the commencement of construction activities on Peck Road, the County Sanitation District No. 2 of Los Angeles County shall coordinate the signal retiming with the City of Industry, City of Whittier, and County of Los Angeles.

10-6 Workman Mill Road south of Crossroads Parkway South. The traffic signals at the Workman Mill Road/Peck Road and Workman Mill Road/Crossroads Parkway South intersections shall be retimed to provide efficient traffic flow during construction on Workman Mill Road. Retiming may include changing the signal cycle duration or signal timing for specific movements. Prior to the commencement of construction activities on Peck Road, County Sanitation District No. 2 of Los Angeles County shall coordinate the signal retiming with the City of Industry, City of Whittier, and County of Los Angeles.

Page 5.4-2, Section 5.4, *Geology and Soils*. The following text has been added in revised in response to Comment D2-6 from Maria Mejia, Attorney.

Slope Failure (Landslides)

Landslide is a general term for a wide variety of processes and landforms involving the downslope movement of masses of soil and rock material. There is a broad range of landslide morphology, rates, patterns of movement, and scale. Types include rockfall, mudflow, slump, and many others (American Geologic Institute 1984).~~s are movements of relatively large landmasses, either as nearly intact bedrock blocks, or as jumbled mixes of bedrock blocks, fragments, debris, and soils. Landslide materials are commonly porous and very weathered in the upper portions and along the margins of the slide. They may also have open fractures and joints. Slope failures can occur during or after periods of intense rainfall or in response to strong seismic shaking. Areas of high topographic relief, such as steep canyon walls, are most likely to be impacted by rockfalls, rockslides, and soil slips, and to a lesser degree, landslides~~. As shown in the Seismic Hazard Zones, El Monte Quadrangle map the project site is not located within an area with earthquake-induced landslides (CGS 1999).

Page 5.4-2, Footnote 1, Section 5.4, *Geology and Soils*. The following text has been revised in response to Comment D2-6 from Maria Mejia, Attorney.

Breccia, or castic rock, is a sedimentary rock comprised of angular fragments from a previous rock structure, cemented in a matrix that may be of similar or different material. Dynamic or crush breccia formation at the base of a landslide refers to rocks made up of broken fragments, typically with haphazard arrangement, in a matrix consisting of smaller fragments and pulverized rock called gouge (Dietrich and Skinner 1979).

Page 5.4-2, Footnote 2, Section 5.4, *Geology and Soils*. The following text has been revised in response to Comment D2-6 from Maria Mejia, Attorney.

An abandoned active stream wash, in the context of this document, relates to streams that have not been abandoned in geologic time by directional changes of the flow, but rather abandoned due to recent development.

Appendix H Traffic Impact Analysis, *Technical Appendices*. Base year traffic counts have been incorporated in response to Comment D2-8 from Maria Mejia, Attorney.

See Appendix G of this FEIR for additions to Appendix H – Traffic Impact Analysis, Technical Appendices.

Page 5.7-51 through 5.7-52, Section 5.7, *Noise*. Mitigation Measure 7-1 has been revised in response to Comments B8-2 and D8-6 from Dale Goldsmith, Armbruster & Goldsmith; D9-14 from Daryl Koutnik, Impact Sciences; and D11-48 from Maria Mejia, Attorney.

7-1 County Sanitation District No. 2 of Los Angeles County (LACSD) shall implement a program in conjunction with the affected community to fund improvements that mitigate noise from the project for noise-sensitive residential uses along the Union Pacific Railroad (UPRR) right-of-way adjacent to the proposed LACSD arrival/departure tracks. As part of the program, the

LACSD shall consider the following measures to reduce interior and exterior noise at the affected land uses:

- Sixteen-foot sound walls installed along the UPRR right-of-way adjacent to the Gladstone residences and the Whittier Woods residences, as shown on Figure 5.7-8.
- Upgraded windows and doors, with a minimum Sound Transmission Class (STC)-rating of 25, for the first and second row of noise-sensitive uses facing the LACSD arrival/departure tracks and affected by project-related train noise.

Specific program elements include:

1. Within 60 days of approval of the Conditional Use Permit (CUP), a Working Group shall be established, consisting of LACSD staff, two representatives from each affected community (Gladstone and Whittier Woods), and a representative of the Los Angeles County Supervisor, First District.

2. Within 90 days of the establishment of the Working Group, the Working Group shall develop options and specifications for structural (sound wall) and architectural improvements (windows and doors) for the affected communities. LACSD shall review the noise impact analysis as presented in the DEIR with the Working Group. The feasibility of alternative sound walls, such as cantilevered barriers and sound absorbing materials, as well as specific architectural improvements, shall be evaluated by the Working Group. The selected options may include, but are not limited to, one of the following or a combination thereof:

    a. LACSD shall pay for the design, construction, and on-going maintenance of up to 16-foot sound walls along the UPRR right-of-way adjacent to the LACSD arrival/departure tracks located next to the Gladstone and Whittier Wood communities. The recommended type, height and extent of the sound wall and property related issues regarding the location of the wall shall be determined by the Working Group; and

    b. LACSD shall make monies available to replace existing windows and doors with STC-rated windows and doors for the first and second rows of residences in the Gladstone and Whittier Woods community adjacent to the LACSD arrival/departure tracks. Windows shall be replaced with ones that have proper seals and achieve a weighted sound reduction of at least 25 dB. Doors would be replaced with new solid doors, with good quality gaskets capable of achieving a sound reduction of at least 25 dB. Consistent with the Los Angeles County Noise Ordinance, the target goal for acceptable interior noise levels attributed to the proposed project would be 45 dB.

3. The project "affected" areas shall have 60 days to review the noise mitigation options and provide feedback to the Working Group. During this 60-day period, at least one public workshop shall be hosted by the LACSD for the residences of the Gladstone and Whittier Woods communities to present the options developed by the Working Group. An expert in rail related noise impacts would be retained by the LACSD, in consultation with Los Angeles County Supervisor, First District's office, to address concerns of the residents at the public workshops.

4. Once the 60-day public comment period expires, the Working Group shall have 90 days to present the final noise mitigation plan to the LACSD. The LACSD shall develop a cost estimate for the design and construction of the improvements recommended (e.g., sound walls and/or architectural improvements) and provide funding for the agreed upon improvements.

5. Prior to the first waste-by-rail train departing from the PHIMF, the LACSD shall have constructed all structural improvements (sound walls).

6. The LACSD shall make available monies for architectural improvements (STC-rated windows and doors for the first and second row of residences in the affected communities facing the UPRR right-of-way) for a 12-month period beginning at the completion of the final noise mitigation plan. Homeowner's acceptance of the funds ends the LACSD's obligation for this Mitigation Measure.

Page 5.7-53, Under Impact 5.7-2, Section 5.7, *Noise*. A new Mitigation Measure 7-3 has been included in response to Comment B8-4 from Dale Goldsmith, Armbruster & Goldsmith.

7-3. The County Sanitation District No. 2 of Los Angeles County shall use rail lubricators on the staging and arrival/departure tracks, as needed, to reduce the impacts associated with rail/flange interface.

Page 5.7-56, Under Impact 5.7-2, Section 5.7, *Noise*. The reference to the Mitigation Measures has been revised.

Two to four additional train trips on the UPRR would result in noticeable single-event noise when project-related trains pass residential uses adjacent to the railroad tracks. Implementation of Mitigation Measures 7-1 ~~and~~through 7-~~2~~3 would reduce noise levels from all train activities (existing and project-related trains) within the immediate vicinity of the PHIMF.

Page 5.7-58, Under Impact 5.7-4, Section 5.7, *Noise*. The reference to the Mitigation Measures has been revised.

… However, reducing the speed of car coupling operations to no more than 5 mph (Mitigation Measure 7-~~3~~4) would reduce instantaneous car coupling noise levels by 6 dBA.

Page 3-16, Section 3, *Project Description*. The following text has been revised to clarify the maximum tonnage of containers in response to Comment D9-4 from Daryl Koutnik, PhD., Impact Sciences, Inc.

To ensure a smooth and continuous flow in operations, empty and full intermodal containers would be staged along the sides of the rail-loading tracks and temporarily stored within the northern portion of the site while awaiting transfer to trucks or rail cars, shown as "B" on Figure 3-5. Containers typically would be stacked up to three high at these locations. Railcar containers would be either long (40 x 9.5 x 8) or short (20 x 12 x 8.5), with a maximum capacity ranging from ~~of~~ 23.5 tons for containers received from off-site MRFs or transfer stations transported by diesel-powered trucks to 33 tons from containers from the PHMRF transported by hostler truck. A diesel-powered side-pick container handler would be used to move and stack containers within the site. The container storage area would be partially surrounded by a

10-foot-high screening wall and new landscaping along the north end of the site. In accordance with CIWMB regulations, the PHIMF would be allowed to store full containers on-site for up to 96 hours. Empty containers would not be subject to this regulation and could be stored indefinitely.

Page 5.5-22, Section 5.5, *Hazards and Hazardous Materials*. Mitigation Measure 5-3 has been revised in response to Comment D9-9 from Daryl Koutnik, Impact Sciences, and for technical corrections to address the correct location for the off-street access road located 2845 Workman Mill Road (Parcel A).

5-3 County Sanitation District No. 2 of Los Angeles County (LACSD) shall conduct soil sampling in the vicinity of the Zee Medical ~~Cintas~~ facility at 2845 ~~2829~~ Workman Mill Road under oversight of a professionally certified and/or licensed environmental consultant. The following environmental assessment activities shall be performed:

1) Drill at least six soil borings at 50-foot intervals along the centerline of the proposed off-street access road beneath Workman Mill Road and the Union Pacific Railroad right-of-way. The total depths of the soil borings will vary depending on construction requirements and location. At a minimum, the borings shall extend to at least five feet below the anticipated final grade of the subgrade access way (i.e., to depths ranging from 33 to 53 feet below ground surface).

2) Collect soil samples at five-foot intervals in each boring for field description, vapor screening, and/or laboratory analysis of volatile organic compounds via Environmental Protection Agency Method 8260B.

3) Prepare a summary report detailing the sample collection methodology, findings, and conclusions.

The LACSD shall implement all recommendations provided within the summary report detailing collection, treatment, and/or disposal of potential hazardous materials excavated on-site. The Los Angeles County Fire Department (LACFD), Health Hazardous Materials Division is responsible for ensuring compliance with laws and regulations for the handling, storage, transportation, and disposal of hazardous wastes in accordance with federal, state, and local laws and regulations. If hazardous materials are identified, collection, treatment, and/or disposal of materials shall be conducted in accordance with the standards required by existing laws and regulations as administered by the LACFD.

Page 5.5-22, Section 5.5, *Hazards and Hazardous Materials*. Mitigation Measure 5-4 has been revised in response to Comment D9-10 from Daryl Koutnik, Impact Sciences.

5-4 If dewatering is determined to be necessary for construction of the off-street access road and/or modification of the Industry Private Drain No. 161, Line A, County Sanitation District No. 2 of Los Angeles County shall conduct groundwater sampling in conjunction with the soil sampling described in Mitigation Measure 5-3. The groundwater sampling and analysis shall consist of the following elements: (1) collect groundwater samples from the six soil borings using Hydropunch or Simulprobe techniques; (2) analyze groundwater samples for volatile organic compounds via EPA Method 8260B; and (3) conduct additional laboratory analyses at a State-certified laboratory, as may be required to characterize groundwater quality for the purpose of obtaining a National Pollutant Discharge Elimination System

(NPDES) permit for the discharge of groundwater generated during dewatering. If a site-specific NPDES permit is determined to be required, the permit's water quality objectives and effluent limits shall be based on the plans, policies, and water quality objectives and criteria contained in the 1994 Basin Plan, as amended, including the Anti-degradation Policy, California Toxic Rule (40 CFR § 131.38), CCR section 64431 of Title 22 (Drinking Water Standards), and Applicable Federal Regulations (including 40 CFR Parts 122 and 131).

Page 5.7-52, Under Impact 5.7-2, Section 5.7, *Noise*. Mitigation Measure 7-2 has been revised in response to Comments D9-17 from Daryl Kountik, Impact Sciences and D11-49 from Maria Mejia, Attorney.

7-2 The City of Industry and the County Sanitation District No. 2 of Los Angeles County (LACSD) shall coordinate with the Federal Railroad Administration (FRA), the California Public Utilities Commission, and the Union Pacific Railroad (UPRR) to determine the feasibility of implementing a quiet-zone at the Workman Mill Road and UPRR crossing. If feasible, the City of Industry ~~LACSD~~ shall implement a quiet zone at the Workman Mill Road and UPRR crossing to eliminate the need for sounding train horns. A formal procedure established by the FRA shall be followed by the City of Industry ~~LACSD~~ in order to obtain quiet zone status. To establish a new quiet zone, the at-grade crossing must 1) be at least a half mile in length along the railroad tracks; 2) have, at a minimum, flashing lights and gates in place at each public crossing that are equipped with constant warning time devices, where reasonably practical, and power-out indicators; and 3) if any private crossing allows access to the public or provides access to an active industrial or commercial site, or if there are any pedestrian crossings, a diagnostic team review of those crossings must be conducted by the FRA and recommendations concerning those crossing must be made. If, based on these characteristics, the Quiet Zone Risk Index of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold, then a quiet zone can be established by installing signage at each crossing that trains do not sound horns and submit notification in accordance with the Rule. ~~Supplementary safety measures are generally required by the FRA, including:~~

- ~~Four quadrant gates to block the entire roadway/railroad crossing.~~
- ~~Gates with medians or channelization devices to prevent motorists from driving into the opposing lane to avoid gates.~~
- ~~One way streets with gates.~~
- ~~Permanent or temporary road closures so that there are no motorists crossing the railroad.~~
- ~~Wayside horn mounted at crossings that projects a warning down the roadway in both directions. This substantially reduces the noise footprint along roadway corridors from the quarter-mile dispersal of train horn noise.~~

The City of Industry shall require the LACSD to install a four quadrant gate system (quad gates), at Workman Mill Road, as stipulated in Mitigation Measure 10-8, in accordance with the minimum safety requirements to implement a quiet zone.

Page 5.10-52, under Impact 5.10-2, Section 5.10, *Transportation and Traffic*. Mitigation Measures 10-1 and 10-2 have been revised in response to Comments D9-18 from Daryl Koutnik, Impact Sciences and D11-41 from Maria Mejia, Attorney.

10-1 All trucks shall access the Puente Hills Intermodal Facility (PHIMF) via the landfill's main entrance at Crossroads Parkway South and through the internal Puente Hills Materials Recovery Facility (PHMRF) access roads and the internal off-street access road between the PHIMF and the PHMRF. The County Sanitation District No. 2 of Los Angeles County shall be required to conduct a follow-up traffic analysis to verify the effectiveness of this Mitigation Measure. The traffic analysis shall include the collection of baseline traffic data prior to the operation of two trains at the PHIMF to establish the background number of truck trips at the impacted intersection. Follow-up counts shall then be required to be conducted within one year after two trains begin operating at the PHIMF.

10-2 ~~The County Sanitation District No. 2 of Los Angeles County shall be required to conduct a follow-up traffic analysis to verify the effectiveness of Mitigation Measure 10-1. The traffic analysis shall include the collection of baseline traffic data prior to the operation of two trains at the Puente Hills Intermodal Facility (PHIMF) to establish the background number of truck trips at the impacted intersection. Follow-up counts shall then be required to be conducted within one year after two trains begin operating at the PHIMF.~~ If truck trips are still occurring between the Puente Hills Intermodal Facility *(*PHIMF*)* and the I-605/Peck Road interchange through the Peck Road/Pellissier Place intersection during the AM and PM peak hours, the County Sanitation District No. 2 of Los Angeles County shall prohibit northbound left turns for PHIMF trucks from the Puente Hills Landfill entrance to southbound Crossroads Parkway South during the weekday PM peak period (4:00 PM to 6:00 PM). All PHIMF trucks exiting the PHIMF during the weekday PM peak period shall be directed to turn right onto northbound Crossroads Parkway South and proceed to the SR-60/Crossroads Parkway interchange. The prohibition would be identified through signage at the intersection of Crossroads Parkway South/Puente Hills Landfill Entrance. ~~additional Mitigation Measures shall be provided to address and redirect these truck trips.~~

Pages 5.2-50 through 5.2-51, Section 5.2, *Air Quality*. The following tables have been revised to address annual concentrations in response to Comment D9-20 from Daryl Koutnik, PhD., Impact Sciences, Inc.

Table 5.2-30
Chronic Noncancer Risk for Diesel Particulate Matter – Residences

Distance	*Pellissier Village Residence*	*Gladstone Residences*	*Whittier Woods Residences*	*Spyglass Residences*	*Avocado Heights Residences*
Year 2011 Exposure Risk Assessment					
Diesel Particulate Matter	0.024 $\mu g/m^3$	0.018 $\mu g/m^3$	0.017 $\mu g/m^3$	0.001 $\mu g/m^3$	0.005 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0048	0.0036	0.0034	0.0002	0.0010
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No
Year 2013 Exposure Risk Assessment					
Diesel Particulate Matter	0.052 $\mu g/m^3$	0.045 $\mu g/m^3$	0.035 $\mu g/m^3$	0.004 $\mu g/m^3$	0.001 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0104	0.0090	0.0070	0.0008	0.0020
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No
9-Year Exposure Risk Assessment					
Diesel Particulate Matter	0.04 $\mu g/m^3$	0.034 $\mu g/m^3$	0.029 $\mu g/m^3$	0.003 $\mu g/m^3$	0.009 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0080	0.0068	0.0058	0.0008	0.0018
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No
30-Year Exposure Risk Assessment					
Diesel Particulate Matter ($\mu g/m^3$)	0.025 $\mu g/m^3$	0.018 $\mu g/m^3$	0.016 $\mu g/m^3$	0.001 $\mu g/m^3$	0.005 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0050	0.0036	0.0032	0.0002	0.0010
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No
70-Year Exposure Risk Assessment					
Diesel Particulate Matter	0.022 $\mu g/m^3$	0.012 $\mu g/m^3$	0.01 $\mu g/m^3$	0.001 $\mu g/m^3$	0.003 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0044	0.0024	0.0020	0.0002	0.0006
Chronic Noncancer Standard	1	1	1	1	1
Exceeds Standard?	No	No	No	No	No

Source: Health Risk Assessment for Puente Hills Intermodal Facility, November 2007 (see Appendix C2).
[1] The diesel particulate matter concentration at which no adverse health effects are anticipated.

Table 5.2-31
Chronic Noncancer Risk for Diesel Particulate Matter – Educational Facilities

Distance	Mills Elementary School	Everest College	Rio Hondo College
Year 2011 Exposure Risk Assessment			
Diesel Particulate Matter	0.001 $\mu g/m^3$	0.009 $\mu g/m^3$	0.001 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0002	0.0018	0.0002
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No
Year 2013 Exposure Risk Assessment			
Diesel Particulate Matter	0.004 $\mu g/m^3$	0.028 $\mu g/m^3$	0.004 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0008	0.0056	0.0008
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No
9-Year Exposure Risk Assessment			
Diesel Particulate Matter	0.02 $\mu g/m^3$	0.002 $\mu g/m^3$	0.003 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0040	0.0004	0.0006
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No

Source: Health Risk Assessment for Puente Hills Intermodal Facility, November 2007 (see Appendix C2).
[1] The diesel particulate matter concentration at which no adverse health effects are anticipated.

Table 5.2-32
Chronic Noncancer Risk for Diesel Particulate Matter – Maximally Exposed Individual Worker

Distance	Industrial Building to the Southwest	Industrial Building to the Northeast	Industrial Building to the South
Year 2011 Exposure Risk Assessment			
Diesel Particulate Matter	0.050 $\mu g/m^3$	0.047 $\mu g/m^3$	0.027 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0100	0.0094	0.0054
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No
Year 2013 Exposure Risk Assessment			
Diesel Particulate Matter	0.138 $\mu g/m^3$	0.145 $\mu g/m^3$	0.131 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0276	0.0290	0.0262
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No
40-Year Exposure Risk Assessment			
Diesel Particulate Matter	0.052 $\mu g/m^3$	0.052 $\mu g/m^3$	0.032 $\mu g/m^3$
Reference Exposure Level[1]	5 $\mu g/m^3$	5 $\mu g/m^3$	5 $\mu g/m^3$
Hazard Index	0.0104	0.0104	0.0064
Chronic Noncancer Standard	1	1	1
Exceeds Standard?	No	No	No

Source: The Planning Center. Health Risk Assessment for Puente Hills Intermodal Facility, November 2007 (see Appendix C2).
[1] The diesel particulate matter concentration at which no adverse health effects are anticipated.

Appendix C2 – Health Risk Analysis, Pages 37 through 39, Section 5.2, Chronic Noncancer Health Risks. The following text and tables have been revised in Appendix C2 to address annual concentrations in response to Comment D9-20 from Daryl Koutnik, PhD., Impact Sciences, Inc.

… Tables 9 through 18~~13~~ provide the estimations of the chronic noncancer health risk associated with project-related DPM under each scenario...

Table 9
Chronic Noncancer Health Risks of DPM – Year 2011 Residential Exposure Scenario

	Pellissier Village	***Gladstone***	***Whittier Woods***	***Spyglass***	***Avocado Heights***
C_{DPM}	0.024	0.018	0.017	0.001	0.005
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0048	0.0036	0.0034	0.0002	0.0010
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 10
Chronic Noncancer Health Risks of DPM – Year 2013 Residential Exposure Scenario

	Pellissier Village	***Gladstone***	***Whittier Woods***	***Spyglass***	***Avocado Heights***
C_{DPM}	0.052	0.045	0.035	0.004	0.01
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0104	0.0090	0.0070	0.0008	0.0020
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 11~~9~~
Chronic Noncancer Health Risks of DPM – 9-Year Residential Exposure Scenario

	Pellissier Village	Gladstone	Whittier Woods	Spyglass	Avocado Heights
C_{DPM}	0.04	0.034	0.029	0.003	0.009
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0080	0.0068	0.0058	0.0008	0.0018
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 12~~10~~
Chronic Noncancer Health Risks of DPM – 30-Year Residential Exposure Scenario

	Pellissier Village	Gladstone	Whittier Woods	Spyglass	Avocado Heights
C_{DPM}	0.025	0.018	0.016	0.001	0.005
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0050	0.0036	0.0032	0.0002	0.0010
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 13~~11~~
Chronic Noncancer Health Risks of DPM – 70-Year Residential Exposure Scenario

	Pellissier Village	Gladstone	Whittier Woods	Spyglass	Avocado Heights
C_{DPM}	0.022	0.012	0.01	0.001	0.003
REL_{DPM}	5	5	5	5	5
HI_{DPM}	0.0044	0.0024	0.0020	0.0002	0.0006
Significance Threshold	1	1	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 14
Chronic Noncancer Health Risks of DPM – Year 2011 Educational Facility Exposure Scenario

	Everest College	Mills Elementary School	Rio Hondo College
C_{DPM}	0.02	0.002	0.003
REL_{DPM}	5	5	5
HI_{DPM}	0.0040	0.0004	0.0006
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 15
Chronic Noncancer Health Risks of DPM – Year 2013 Educational Facility Exposure Scenario

	Everest College	Mills Elementary School	Rio Hondo College
C_{DPM}	0.02	0.002	0.003
REL_{DPM}	5	5	5
HI_{DPM}	0.0040	0.0004	0.0006
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 16~~12~~
Chronic Noncancer Health Risks of DPM – 9-Year Educational Facility Exposure Scenario

	Everest College	Mills Elementary School	Rio Hondo College
C_{DPM}	0.02	0.002	0.003
REL_{DPM}	5	5	5
HI_{DPM}	0.0040	0.0004	0.0006
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 17
Chronic Noncancer Health Risks of DPM – Year 2011 Worker Exposure Scenario

	SouthwestBldg.	Northeast Bldg.	South Bldg.
C_{DPM}	0.052	0.052	0.032
REL_{DPM}	5	5	5
HI_{DPM}	0.0104	0.0104	0.0064
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 18
Chronic Noncancer Health Risks of DPM – Year 2013 Worker Exposure Scenario

	Southwest~~east~~ Bldg.	Northeast Bldg.	South Bldg.
C_{DPM}	0.052	0.052	0.032
REL_{DPM}	5	5	5
HI_{DPM}	0.0104	0.0104	0.0064
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Table 19~~13~~
Chronic Noncancer Health Risks of DPM – 40-Year Worker Exposure Scenario

	Southwest~~east~~ Bldg.	Northeast Bldg.	South Bldg.
C_{DPM}	0.052	0.052	0.032
REL_{DPM}	5	5	5
HI_{DPM}	0.0104	0.0104	0.0064
Significance Threshold	1	1	1
Excessive Noncancer Chronic Risk?	No	No	No

Hazard index > 1 is considered significant
SCAQMD "Risk Assessments Procedures for Rules 1401 and 212" for noncancer risks
C_{DPM} = DPM concentration (microgram/cubic meter)
REL_{DPM} = Reference Exposure Level for DPM; the DPM concentration at which no adverse health effects are anticipated, 5 $\mu g/m^3$
HI_{DPM} = Hazard index

Pages 5.2-42, Section 5.2, *Air Quality*. The following technical correction has been made in Table 5.2-23 to be consistent with the data presented.

Table 5.2-23
Localized Construction Impact Emissions Concentrations[1]

Distance	*CO 1-Hour[2,6]*	*CO 8-Hour[3,6]*	*NO_2 1-Hour[4,6]*	*PM_{10} 24-Hour[5]*	*PM_{10} 24-Hour[6]*	*$PM_{2.5}$ 24-Hour[5]*	*$PM_{2.5}$ 24-Hour[6]*
Peak Mass Daily Emissions (lb/day)	190	190	423	81	42	32	24
Concentration at 25 meters (82 feet)	5.20	3.74	0.13	**32.3**	**23.1**	**12.1**	12.4
Concentration at 50 meters (164 feet)	5.18	3.73	0.13	**28.1**	**20.4**	**10.9**	11.2
Concentration at 100 meters (328 feet)	5.15	3.71	0.14	**22.7**	**16.4**	8.9	8.0
Concentration at 200 meters (656 feet)	5.11	3.68	0.14	**17.0**	**12.0**	6.8	6.8
Concentration at 500 meters (1,640 feet)	5.07	3.65	0.14	**10.4**	7.0	4.1	4.0
Ambient Air Quality Standard	20	9.0	0.18	10.4	10.4	10.4	10.4
Exceeds Standard?	No	No	No	**Yes**	**Yes**	**Yes**	**Yes** ~~No~~

Source: Synectecology, *Puente Hills Intermodal Facility Focused Air Quality Study*, November 2007.
[1] CO and NO_2 are in ppm, PM_{10} and $PM_{2.5}$ are in $\mu g/m^3$.
[2] Includes a background concentration of 5 ppm.
[3] Includes a background concentration of 3.6 ppm.
[4] Includes a background concentration of 0.12 ppm.
[5] Demolition activities.
[6] Grading/site preparation activities.

Appendix C2 – Health Risk Analysis, Pages 37 through 39, Section 5.2, Chronic Noncancer Health Risks. The following modeling appendices have been revised in Appendix C2 to address annual concentrations in response to Comment D9-20 from Daryl Koutnik, PhD., Impact Sciences, Inc.

See Appendix K of this FEIR for additions to Appendix C2 – Health Risk Analysis, Appendices.

A scale has been incorporated on the following figures in response to Comments D11-4, D11-29, E1-18, from Maria Mejia, Attorney:

See Appendix J, *Revised Figures*:

- Figures 1-2 and 3-3, *Aerial Photograph*
- Figure 1-6 and 7-1, *Location of Project Alternatives*
- Figure 4-1, *Sensitive Land Uses Proximate to the Project Site*
- Figure 5.1-2, *Viewshed Location Map*
- Figure 5.2-2, *Predominant Wind Directions*
- Figure 5.7-1, *Noise and Vibration Monitoring Locations*
- Figure 5.7-8, *Sound Wall Locations*

- Figure 7-2, *Location of Other IMFs*

The description of the length of the staging and arrival/departure tracks has been revised in the following figures:

See Appendix J, *Revised Figures*:

- Figure 1-4 and 3-12, *Track Layout*

The San Gabriel River and San Jose Creek have been indentified on Figure 4-1 in response to Comment D11-4, D11-29, E1-18, from Maria Mejia, Attorney:

See Appendix J, *Revised Figures*:

- Figure 4-1, *Sensitive Land Uses Proximate to the Project Site*

Page 5.4-10, under Impact 5.4-1, Section 5.4, *Geology and Soils*. Mitigation Measure 4-1 has been revised in response to Comment D11-35 from Maria Mejia, Attorney.

4-1 Site-specific geotechnical analysis shall be required for all proposed improvements to provide recommendations for fill material and compaction to ensure slope stability and reduce liquefaction and settlement potential. Site-specific geotechnical analysis would identify the required grading/construction procedures to ensure soils are compacted enough so that they no longer are susceptible to liquefaction. All formal grading plans and structural recommendations shall be reviewed and approved by appropriate agencies/stakeholders (e.g., the City of Industry Engineer, Los Angeles County Department of Public Works, and/or Union Pacific Railroad).

Page 5.7-16, Section 5.7, *Noise*. The following text has been revised in response to Comment D11-44 from Maria Mejia, Attorney.

According to the traffic analysis conducted by IBI, dated June 19, 2007, the project would generate 96 trips in the morning peak hour and 96 trips in the evening peak hour. For year 2011/2012, b~~B~~ecause many of the existing trips associated with carrying residual waste from the Puente Hills Materials Recovery Facility (PHMRF) to the Puente Hills Landfill or other offsite landfills would be rerouted to the PHIMF, the project would not increase traffic on local roadways....

Page 5.7-41, Section 5.7, Noise. The following text has been revised in response to Comment D11-46 from Maria Mejia, Attorney.

Table 5.7-20 shows vibration levels from train activities that are calculated to occur at these residences and Everest College as a result of placement of the new LACSD arrival/departure tracks and relocation of the UPRR main-line tracks closer to the vibration-sensitive structures. The Department of Transportation's (Caltrans) Transportation Related Earthborne Vibration (2002) notes that the vibration threshold at which there is a risk of architectural damage to normal dwelling-houses with plastered walls and ceilings is 0.2 inch per second or 94 VdB. As shown in Table 5.7-20, both average and maximum

vibration levels calculated at the property line never exceed levels that would result in architectural damage.

Page 5.7-56, under Impact 5.7-7, Section 5.4, *Geology and Soils*. Mitigation Measure 7-7 has been revised in response to Comment D11-47 and D11-52, from Maria Mejia, Attorney. Updating Mitigation Measure numbering is also shown.

7-~~5~~4 Noise-generating construction equipment operated at the project site shall be equipped with the most modern and effective noise control devices, e.g., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained in accordance with the manufacturer's recommendations to assure that no additional noise due to worn or improperly maintained parts will be generated.

7-~~6~~5 The construction contractor shall select truck haul routes that minimize intrusion to residential areas. Permitted haul routes shall be approved in a Construction Management Plan, approved by the City of Industry.

7-~~7~~6 County Sanitation District No. 2 of Los Angeles County shall install temporary noise barrier(s) between the construction equipment and the noise-sensitive receptors of the Gladstone and Whittier Woods residences during construction of improvements within the Union Pacific Railroad (UPRR) right-of-way. The barriers should be constructed from a material such as plywood, gypsum board, acoustical blankets, or any other effective combination of these materials so as to form a continuous barrier. The noise barrier(s) shall be of sufficient height and width to prevent, or minimize as much as technically and physically possible, a direct line of sight between the noise source(s) and receptors.

7-~~8~~7 Stockpiling and vehicle staging areas shall be located away from occupied dwellings and other sensitive receptors whenever possible. The major stockpiling and vehicle staging areas shall be located at the Puente Hills Intermodal Facility site, at Parcel A (2845 Workman Mill Road), or on the Puente Hills Material Recovery Facility property.

7-~~9~~8 A construction relations officer shall be appointed by County Sanitation District No. 2 of Los Angeles County to act as a liaison with neighbors, residents, and on-site commercial tenants concerning project construction activity.

Page 5.7-56, under Impact 5.7-7, Section 5.7, *Noise*. Mitigation Measure has been added in response to in response to Comment D11-47 from Maria Mejia, Attorney.

7-10 Nighttime construction activities shall only be conducted if the City of Industry determines that such construction activities cannot be conducted in the daytime hours. If nighttime construction activities are determined to be necessary, the construction contractor shall be required to meet the County of Los Angeles noise ordinance limits.

Page 6-2, under Impact 5.7-7, Section 6, *Significant Unavoidable Adverse Impacts*. The following references to the Mitigation Measures have revised.

- *Impact 5.7-7.* **Significant.** Mitigation Measures 7-~~3~~5 through 7-~~9~~10 would reduce noise generated by construction activities, but there would still be an unavoidable adverse significant noise impact during the construction period. Consequently, during construction of the project,

Impact 5.7-7 would be significant and unavoidable and a Statement of Overriding Considerations would be required.

Page 5.7-58, under Impact 5.7-4, Section 5.7, *Noise*. The reference to the Mitigation Measure has been revised.

... However, reducing the speed of car coupling operations to no more than 5 mph (Mitigation Measure 7-~~3~~4) would reduce instantaneous car coupling noise levels by 6 dBA…

Page 5.7-59, under Impact 5.7-7, Section 5.7, *Noise*. The reference to the Mitigation Measures have been revised.

Mitigation Measures 7-~~4~~5 through 7-~~8~~10 would reduce noise generated by construction activities to the extent feasible...

Page 5.9-1, Section 5.9, *Recreation*. The following text has been revised in response to Comment E9-12, from Residents of the North Whittier Neighborhood Watch-Avocado Heights Coalition.

…The Schabarum Trail is part of a network of trails in the Western Puente Hills that are jointly managed by the County of Los Angeles Department of Parks and Recreation (DPR) and the Puente Hills Landfill Native Habitat Preservation Authority (NHPA). The County of Los Angeles DPR also maintains a bike trail on the north bank of the San Jose Creek.

Page 5.9-8, Under Impact 5.9-2, Section 5.9, *Recreation*. Mitigation Measure 9-1 has been revised in response to Comment D5-52, from Don Moss, Resident.

9-1 County Sanitation District No. 2 of Los Angeles County (LACSD) shall file a Right of Access Permit with the Los Angeles County Department of Parks and Recreation (DPR) for closure of County Trail No. 11 (Schabarum Trail) at the location of Peck Road and the Union Pacific Railroad crossing. The LACSD shall post signs at the trailhead to County Trail No. 11 and at the construction location indicating when the trail will be closed and reopened and indicating the location of the nearest detour. Subsequent to obtaining the Right of Access Permit, the LACSD shall notify the Los Angeles County DPR a minimum of 48 hours in advance as to when the trail will be closed.

Page 5.1-4, Section 5.1, *Aesthetics*. The following text has been revised in response to Comment E1-16 from Jessica Serrano.

As detailed on the Proposed Landscape Plan (Figure 5.1-1) and the Visual Simulation 2 (Figure 5.1-14), the trees to be planted along the site's northwestern edge would be sufficiently tall, including trees from 25 feet to 65 feet or more, to adequately screen the facility and ~~60~~43-foot cranes from view.

Page 3-30, Chapter 3, *Project Description*. The following text has been revised based on technical corrections to the increase in grade at Workman Mill Road.

The Preferred Access Option would involve raising the grade of Workman Mill Road approximately 6~~10~~ feet and constructing the access road approximately 11 feet below existing grade to provide a minimum of 15 feet of vertical clearance for trucks under Workman Mill Road…

Page 5.10-38, Section 5.10, *Transportation and Traffic*. The following text has been revised based on technical corrections to the increase in grade at Workman Mill Road.

Workman Mill Road Partial Closure (Year 2010)

Under the Workman Mill Road Partial Closure (Year 2010) scenario, an internal off-street access roadway would be constructed between the existing PHMRF and the proposed PHIMF. Construction of this off-street access roadway would require raising the street grade of Workman Mill Road approximately 6~~10~~ feet above street grade…

Pages 1-19 through 1-42, Section 1, *Executive Summary*. The following revisions to Table 1-1 have been incorporated in response to Comments from various commenters.

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Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
		Project Design Features	
—	—	PDF-1-1 To reduce visual impacts of the lighting, County Sanitation District No. 2 of Los Angeles County will reduce the height of the lighting fixtures in the container loading and unloading area from 100-foot-high mast poles, which are typically used at railroad intermodal facilities, to 60-foot-high light poles. PDF-1-2 Cut-off shoebox fixtures will be used to minimize any light above the horizontal plane and to give the facility a corporate park rather than industrial appearance. PDF-1-3 Directional lighting will be installed at the perimeter of the facility to direct light toward the interior of the site only. PDF-1-4 To minimize the lighting of unused and unoccupied areas, the lighting system will be equipped with the ability to control light fixtures for individual areas at different lighting levels, such as from active operation to security. PDF-1-5 The container loading and unloading area will be split into multiple separate lighting zones to eliminate lighting an area when the overhead cranes are not in operation. PDF-1-6 Final landscaping plans shall be developed in coordination with the City of Industry as part of the development plan approval. Provisions of the landscaping plan shall include preservation of existing trees to the extent feasible and planting mature trees to shield views of the light poles and cranes from off-site, in accordance with the Visual Simulations.	—
		Mitigation Measures	
5.1-1: The proposed project would not have a substantial adverse effect on scenic vistas or substantially alter the visual appearance of the project site.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.1-2: The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.2 AIR QUALITY			
		Project Design Features	
		PDF-2-1 County Sanitation District No. 2 of Los Angeles County will utilize either a diesel-electric hybrid switch locomotive or a switch locomotive that operates on a generator set[1] for operations at the Puente Hills Intermodal Facility. Diesel-electric hybrids and generator sets are generally much quieter, use less fuel, and produce lower air emissions than conventional yard switch locomotives, because they can shut down engines when full power is not needed. PDF-2-2 As a standard operating practice, the County Sanitation District No. 2 of Los Angeles County and the Union Pacific Railroad will operate no more than two locomotive engines for each train entering and exiting the staging and arrival/departure tracks. PDF-2-3 Whenever a staging track is unoccupied, an inbound train will not stop east of Workman Mill Road, but will pull directly into the unoccupied staging track. Under one-train-per-day operation, at least one of the staging tracks will always be unoccupied. Under two-trains-per-day operation, at least 50 percent of the time a staging track will be unoccupied. PDF-2-4 Electric power will be used instead of gasoline or diesel generators and compressors whenever feasible. PDF-2-5 The Union Pacific Railroad has committed to providing the County Sanitation District No. 2 of Los Angeles County with locomotives with the newest emissions control technology commercially available for operations of the Puente Hills Intermodal Facility. PDF-2-6 County Sanitation District No. 2 of Los Angeles County will utilize a hostler truck fleet powered by liquefied natural gas (LNG) and meeting the 2007 Environmental Protection Agency Heavy-Duty Highway Final Rule standards. No diesel-powered	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
			hostlers will be used at the Puente Hills Intermodal Facility as part of this project.	
		PDF-2-7	County Sanitation District No. 2 of Los Angeles County will utilize propane (LPG) powered forklifts. No diesel-powered forklifts will be used at the Puente Hills Intermodal Facility.	
		PDF-2-8	All containers accepted at the Puente Hills Intermodal Facility will be leakproof and will include a vent at one end to allow air to enter during tipping to facilitate container unloading. This vent will be closed during transit to the Mesquite Regional Landfill so that substantial amounts of air cannot flow through the containers.	
		Mitigation Measures		
5.2-1: The PHIMF is consistent with the SCAQMD's Air Quality Management Plan.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.2-2: Project-related greenhouse gas emissions would not be cumulatively considerable when compared to statewide greenhouse gas emissions.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.2-3: During construction of the PHIMF, the project would generate short-term air pollutant emissions of NO_x that exceed the SCAQMD'S mass daily construction emission thresholds and would significantly contribute to the ozone and fine particulate matter ($PM_{2.5}$) nonattainment designations of the SoCAB.	Potentially Significant.	2-1	~~To the extent allowed by the Public Contract Code, t~~The County Sanitation District No. 2 of Los Angeles County shall specify that the construction contractor shall use graders, dozers, backhoes, and excavators that meet Tier 2, or higher air pollutant emission standards ~~provided that such equipment is commercially available~~.	Significant and unavoidable
		2-2	The construction contractor shall maintain construction equipment in accordance with the manufacturer's specifications.	
		2-3	The County Sanitation District No. 2 of Los Angeles County shall provide construction site electrical hook-ups for electrical hand tools such as saws, drills, and compressors to reduce reliance on gas- and/or diesel-generators.	
		2-4	The County Sanitation District No. 2 of Los Angles County shall require the construction contractor to identify haul routes for material deliveries, soil haul, and worker vehicles that minimize obstruction of through traffic lanes adjacent to the construction sites. During construction within the roadway right-of-way, the	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		construction contractor shall retain a flag person to maintain the safety of the adjacent roadways. The District shall coordinate with and obtain a permit from the California Department of Transportation and/or the Los Angeles County Department of Public Works for any heavy construction equipment and/or materials that require the use of oversized-transport vehicles.	
5.2-4: Operation of the PHIMF would generate emissions of NO_X that exceed the SCAQMD's mass daily operational emission thresholds and would significantly contribute to the SoCAB ozone and fine particulate matter ($PM_{2.5}$) nonattainment designation.	Potentially significant	No feasible mitigation measures are available to reduce emissions from mobile sources (employee vehicles, haul trucks, locomotives, and switch locomotive) or stationary sources (forklifts, container handlers, natural gas, architectural coatings) from operation of the Puente Hills Intermodal Facility. All potentially feasible measures to reduce project-related emissions have been incorporated as Project Design Features.	Significant and unavoidable
5.2-5: During construction of the PHIMF, the project would expose sensitive receptors to substantial concentrations of PM_{10} and $PM_{2.5}$ that exceed the SCAQMD's localized significance thresholds.	Potentially significant	2-5 Demolition activities, grading activities, and unpaved haul roads, shall be subject to watering a minimum of three times (as opposed to twice) daily. 2-6 Trucks shall be limited to no more than 15 miles per hour when traveling over unpaved surfaces. Signs shall be posted at appropriate locations identifying the off-road speed limit. 2-7 The construction contractor shall suspend excavating and grading operations when wind speed (as instantaneous gusts) exceeds 25 miles per hour. 2-8 The construction contractor shall maintain a minimum of 12 inches of freeboard and use tarps or other suitable enclosures for all haul trucks hauling soil, sand, and other loose materials. 2-9 The construction contractor shall limit track-out to less than 25 feet from an active operation and remove track-out at the conclusion of each workday.	Significant and unavoidable

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.2-6: Operation of the PHIMF would not expose sensitive receptors to substantial concentrations of air pollutants, including diesel particulate matter, within the vicinity of nearby sensitive receptors.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.2-7: The project would not create objectionable odors affecting a substantial number of people.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.3 CULTURAL RESOURCES			
		Project Design Features	
—	—	No specific Project Design Features are related to cultural resources.	—
		Mitigation Measures	
5.3-1: Construction of the PHIMF may uncover undiscovered sensitive archaeological resources or paleontological resources.	Potentially significant	3-1 Prior to construction, the County Sanitation District No. 2 of Los Angeles County shall retain a qualified archaeologist and paleontologist to remain on call during grading and ground-altering activities at the site. 3-2 If buried cultural resources are inadvertently discovered during ground-disturbing activities, the contractor shall ensure that all work will stop in that area and within 100 feet of the find until the qualified on-call archaeologist arrives on-site, can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the County Sanitation District No. 2 of Los Angeles County. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the archaeological monitor has evaluated discoveries to assess whether they are classified as significant cultural resources, pursuant to CEQA. 3-3 In the event that suspected paleontological resources are uncovered or otherwise identified as a result of the proposed ground disturbances, all work shall be stopped or temporarily diverted in the vicinity of the find until a qualified paleontologist can conduct an evaluation and recommend measures to reduce impacts to the resources. Identified paleontological resources shall be analyzed in accordance with standard guidelines and curated with the facilities at either California State University, Fullerton, or the Natural History Museum of Los Angeles County.	Less than significant

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
		3-4	The paleontological and archaeological monitor(s) must have the authority to halt any project-related activities that may be adversely impacting potentially significant resources.	
5.3-2: No evidence of human remains has been identified within the project area.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.4 GEOLOGY AND SOILS				
		Project Design Features		
—	—	No specific Project Design Features are related to geology and soils.		—
		Mitigation Measures		
5.4-1: The PHIMF, preferred access option, and UPRR rail corridor are located in an area susceptible to liquefaction and seismically induced dry settlement and would require site-specific field investigation prior to grading activities.	Potentially significant	4-1	Site-specific geotechnical analysis shall be required for all proposed improvements to provide recommendations for fill material and compaction to ensure slope stability and reduce liquefaction and settlement potential. Site specific geotechnical analysis would identify the required grading/construction procedures to ensure soils are compacted enough so that they no longer are susceptible to liquefaction. All formal grading plans and structural recommendations shall be reviewed and approved by appropriate agencies/stakeholders (e.g., the City of Industry Engineer, Los Angeles County Department of Public Works, and/or Union Pacific Railroad).	Less than significant
		4-2	All grading and earthwork shall be performed under the oversight and supervision of a registered Geotechnical Engineer.	
5.4-2: Construction of the preferred access option would require reconfiguration of the Industry Private Drain No. 161, Line A, in close proximity to the groundwater table.	Potentially significant	4-3	During subgrade preparation of the Industry Private Drain No. 161, Line A, reconfiguration associated with construction of the Preferred Access Option, the drainage system installed at the bottom of the excavation shall control nuisance water and localized seepage into the excavation. Open dewatering trenches or drains and sump pump systems shall be used for adequate drainage, as necessary.	Less than significant
		4-4	During subgrade preparation of the Industry Private Drain No. 161, Line A, reconfiguration associated with construction of the Preferred Access Option, provisions shall be made for the overexcavation and replacement of disturbed or	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		loosened material resulting from construction activity. Any loose and/or disturbed soil below the bearing area of the storm drain invert shall be removed and replaced with compacted fine concrete aggregate (concrete sand), aggregate base, or concrete. Concrete can be used as an alternative to compacted concrete aggregate. Such concrete shall satisfy the minimum requirements given for seal courses in Section 90 of Caltrans Standard Specifications. 4-5 During subgrade preparation of the Industry Private Drain No. 161, Line A, reconfiguration associated with construction of the Preferred Access Option, a working platform shall be established at the excavation bottom to protect against subgrade disturbance and to provide a platform for traffic and construction. The platform may be a granular base reinforced with geotextile. The granular working platform shall be constructed in accordance with recommended geotechnical design standards, such as those provided in the KFM GeoScience report of 2005.	
5.4-3: Expansive soils are not anticipated to pose a significant risk to life or property for the proposed project improvements.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.5 HAZARDS AND HAZARDOUS MATERIALS			
		Project Design Features	
—	—	PDF-5-1 The Puente Hills Intermodal Facility will not accept containers of municipal solid waste that have not been processed at transfer stations and material recovery facilities. PDF 5-2 The Puente Hills Intermodal Facility will accept only containerized Class III municipal solid waste (MSW), as defined in California Code of Regulations, Titles 14 and 23. All employees at the Mesquite Regional Landfill with access to containerized MSW residue will be trained to identify suspicious materials. A safe location for temporarily storing hazardous material removed from containerized MSW residue will be provided at the site. PDF-5-3 All containers accepted at the Puente Hills Intermodal Facility will be leakproof and will include a vent at one end to allow air to enter during tipping to facilitate container unloading. This vent will be closed during transit to the Mesquite	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
			Regional Landfill so that substantial amounts of air cannot flow through the containers.	
		PDF-5-4	Areas at the Puente Hills Intermodal Facility designated for the storage of hazardous materials will incorporate secondary containment features, such as spill containment pallets, to contain and properly manage any spilled fluids.	
		Mitigation Measures		
5.5-1: Accidental release of hazardous materials associated with the transport, use, and/or disposal of hazardous materials during construction of the PHIMF would be minimized through implementation of the SWPPP.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.5-2: Operation of the PHIMF would not create a significant hazard involving the release of hazardous materials to the environment, but would require preparation of a solid waste spill contingency plan.	Potentially significant	5-1	The County Sanitation District No. 2 of Los Angeles County shall prepare a containerized municipal solid waste (MSW) residue spill contingency plan to respond to containerized MSW residue-related aspects of train accidents at the Puente Hills Intermodal Facility or en route to the Mesquite Regional Landfill. Standard measures incorporated as part of the spill contingency plan shall include (1) use of temporary fencing to contain blowing debris and prevent access to a derailment area by the public and certain wildlife; or (2) use of netting to cover loose material that has spilled.	Less than significant
5.5-3: The PHIMF project area contains properties included on a list of hazardous materials sites.	Potentially significant	5-2	Prior to issuance of grading permits and commencement of construction-related excavation or grading, the developer shall have developed and be prepared to implement a Contamination Contingency Plan, the provisions of which shall include criteria for construction work stoppage due to contamination, related procedures for work zone personnel monitoring, sampling, and waste analysis methods and protocols; required agency notifications (as necessary); and provisions for upgraded construction worker personal protective equipment and/or use of specially trained field personnel.	Less than significant
		5-3	County Sanitation District No. 2 of Los Angeles County (LACSD) shall conduct soil sampling in the vicinity of the Zee Medical ~~Cintas~~ facility at 2845 ~~2829~~ Workman Mill Road under oversight of a professionally certified and/or licensed	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		environmental consultant. The following environmental assessment activities shall be performed: • Drill at least six soil borings at 50-foot intervals along the centerline of the proposed off-street access road beneath Workman Mill Road and the Union Pacific Railroad right-of-way. The total depths of the soil borings will vary depending on construction requirements and location. At a minimum, the borings shall extend to at least five feet below the anticipated final grade of the subgrade access way (i.e., to depths ranging from 33 to 53 feet below ground surface). • Collect soil samples at five-foot intervals in each boring for field description, vapor screening, and/or laboratory analysis of volatile organic compounds via Environmental Protection Agency Method 8260B. • Prepare a summary report detailing the sample collection methodology, findings, and conclusions. The LACSD shall implement all recommendations provided within the summary report detailing collection, treatment, and/or disposal of potential hazardous materials excavated on-site. <u>The Los Angeles County Fire Department (LACFD), Health Hazardous Materials Division is responsible for ensuring compliance with laws and regulations for the handling, storage, transportation, and disposal of hazardous wastes in accordance with federal, state, and local laws and regulations. If hazardous materials are identified, collection, treatment, and/or disposal of materials shall be conducted in accordance with the standards required by existing laws and regulations as administered by the LACFD.</u>	
		5-4 If dewatering is determined to be necessary for construction of the off-street access road and/or modification of the Industry Private Drain No. 161, Line A, the County Sanitation District No. 2 of Los Angeles County shall conduct groundwater sampling in conjunction with the soil sampling described in Mitigation Measure 5-3. The groundwater sampling and analysis shall consist of the following elements: (1) collect groundwater samples from the six soil borings using Hydropunch or Simulprobe techniques; (2) analyze groundwater samples for volatile organic	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		compounds via Environmental Protection Agency Method 8260B; and (3) conduct additional laboratory analyses at a State-certified laboratory, as may be required to characterize groundwater quality for the purpose of obtaining a National Pollutant Discharge Elimination System permit for the discharge of groundwater generated during dewatering. If a site-specific NPDES permit is determined to be required, the permit's water quality objectives and effluent limits shall be based on the plans, policies, and water quality objectives and criteria contained in the 1994 Basin Plan, as amended, including the Anti-degradation Policy, California Toxic Rule (40 CFR § 131.38), CCR section 64431 of Title 22 (Drinking Water Standards), and Applicable Federal Regulations (including 40 CFR Parts 122 and 131). 5-5 Remaining ethylene glycol liquid stored in aboveground storage tanks at the project site, along with the tanks, related piping, and infrastructure, shall be removed by a qualified contractor experienced in hazardous material handling, decontamination, and disposal procedures. 5-6 The 10,000-gallon diesel underground storage tank shall be closed by removal under oversight of the Los Angeles County Department of Public Works (LADPW). After removal of the tank and associated piping, confirmation soil sampling shall be conducted to determine whether there has been a significant release. Any detected petroleum hydrocarbons shall be remediated to the satisfaction of the LADPW such that a No Further Action letter can be issued for the site.	
5.5-4: Construction and operation of the PHIMF would not affect the implementation of the County of Los Angeles' or City of Industry's emergency operations plan.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.6 HYDROLOGY AND WATER QUALITY			
		Project Design Features	
—	—	PDF-6-1 All maintenance areas will be provided with secondary containment systems and will include systems to collect and properly manage incidental rainfall and released fluids, if any. Fluids that collect within the maintenance areas will be	—

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
			directed to a sump and automatically pumped through an oil/water separator prior to discharge to the storm drain, in accordance with the General Industrial Storm Water Permit. The oil/water separator will be designed and sized to handle the flow from the maintenance areas.	
		PDF-6-2	A pump station will be built to collect and convey any water that collects on the off-street access road during rain events.	
		PDF-6-3	Temporary drainage facilities will be provided during construction activities that disrupt water flow within the two culverts along the Union Pacific Railroad right-of-way. Temporary drainage facilities will be designed in accordance with the hydraulic and hydrologic criteria specified by Caltrans. These may include temporary drainage swales, inlets, ditches, channels, and retention areas. Specific locations and types of temporary drainage structures will be determined in final design.	
		Mitigation Measures		
5.6-1: The proposed project would not violate any water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff, or otherwise degrade water quality.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.6-2: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge.	Less than significant	No significant impacts have been identified and no mitigation measures are required.		Less than significant
5.6-3: Development of the proposed project would not substantially alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation on- or off-site, or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. However, construction of the preferred access option would require the reconstruction of a subsurface storm	Potentially significant	6-1	County Sanitation District No. 2 of Los Angeles County (LACSD) shall ensure that adequate drainage is provided in the event of a storm event during the reconstruction of the Industry Private Drain No, 161, Line A, including, to the extent feasible, limiting the reconstruction to the dry season. As part of the reconstruction, the LACSD shall prepare and implement a contingency plan that identifies available bypass drainage and/or storage capacity to accommodate storm volumes that could reasonably be expected to occur, based on a review of hydrologic records, during the period when the existing drain is inoperable. Prior to	Less than significant

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
drain, potentially resulting in flooding off-site.		commencing construction, the LACSD shall submit all plans for the reconstruction of the storm drain, including the contingency plan, to the City of Industry and the County of Los Angeles for review and approval.	
5.7 NOISE			
		Project Design Features	
—	—	PDF-7-1 County Sanitation District No. 2 of Los Angeles County will utilize either a diesel-electric hybrid switch locomotive or a switch locomotive that operates on a generator set[1] for operations at the Puente Hills Intermodal Facility. Diesel-electric hybrids and generator sets are generally much quieter, use less fuel, and produce lower air emissions than conventional yard switch locomotives, because they can shut down engines when full power is not needed. PDF-7-2 As a standard operating practice, the County Sanitation District No. 2 of Los Angeles County and the Union Pacific Railroad will operate no more than two locomotive engines for each train entering and exiting the staging and arrival/departure tracks. PDF-7-3 Whenever a staging track is unoccupied, an inbound train will not stop east of Workman Mill Road, but will pull directly into the unoccupied staging track. Under one-train-per-day operation, at least one of the staging tracks will always be unoccupied. Under two-trains-per-day operation, at least 50 percent of the time a staging track will be unoccupied. PDF-7-4 The County Sanitation District No. 2 of Los Angeles County will use alternative methods for construction that do not involve vibration-intensive construction equipment such as pile driving (sonic, vibratory, or impact) and tunnel boring machines.	—
		Mitigation Measures	
5.7-1: Mobile-source noise generated by roadway traffic from operation of the PHIMF would not significantly increase noise levels in the vicinity of noise-sensitive receptors.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.7-2: Four additional train trips on the UPRR would significantly increase the number of events that generate single-event train noise in the vicinity of noise-sensitive receptors.	Potentially significant	7-1 County Sanitation District No. 2 of Los Angeles County (LACSD) shall implement a program in conjunction with the affected community to fund improvements that mitigate noise from the project for noise-sensitive residential uses along the Union Pacific Railroad (UPRR) right-of-way adjacent to the proposed LACSD arrival/departure tracks. As part of the program, the LACSD shall consider the following measures to reduce interior and exterior noise at the affected land uses: • Sixteen-foot sound walls installed along the UPRR right-of-way adjacent to the Gladstone residences and the Whittier Woods residences. • Upgraded windows and doors, with a minimum Sound Transmission Class (STC)-rating of 25, for the first and second row of noise-sensitive uses facing the LACSD arrival/departure tracks and affected by project-related train noise. Specific program elements would include: 1. Within 60 days of approval of the Conditional Use Permit (CUP), a Working Group shall be established, consisting of LACSD staff, two representatives of each affected community (Gladstone and Whittier Woods), and a representative of the Los Angeles County Supervisor, First District. 2. Within 90 days of the establishment of the Working Group, the Working Group shall develop options and specifications for structural (sound wall) and architectural improvements (windows and doors) for the affected communities. LACSD shall review the noise impact analysis as presented in the DEIR with the Working Group. The feasibility of alternative sound walls, such as cantilevered barriers and sound absorbing materials, as well as specific architectural improvements, shall be evaluated by the Working Group. The selected options may include, but are not limited to, one of the following or a combination thereof: a. LACSD shall pay for the design, construction, and on-going maintenance of up to 16-foot sound walls along the UPRR right-of-way adjacent to the LACSD arrival/departure tracks located next to the Gladstone and Whittier Wood communities. The recommended type, height and extent of the sound wall and property related issues regarding the location of the wall shall be determined by the Working	Significant and unavoidable

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		Group; and b. LACSD shall make monies available to replace existing windows and doors with STC-rated windows and doors for the first and second rows of residences in the Gladstone and Whittier Woods community adjacent to the LACSD arrival/departure tracks. Windows shall be replaced with ones that have proper seals and achieve a weighted sound reduction of at least 25 dB. Doors would be replaced with new solid doors, with good quality gaskets capable of achieving a sound reduction of at least 25 dB. Consistent with the Los Angeles County Noise Ordinance, the target goal for acceptable interior noise levels attributed to the proposed project would be 45 dB. 3. The project "affected" areas shall have 60 days to review the noise mitigation options and provide feedback to the Working Group. During this 60-day period, at least one public workshop shall be hosted by the LACSD for the residences of the Gladstone and Whittier Woods communities to present the options developed by the Working Group. An expert in rail related noise impacts would be retained by the LACSD, in consultation with Los Angeles County Supervisor, First District's office, to address concerns of the residents at the public workshops. 4. Once the 60-day public comment period expires, the Working Group shall have 90 days to present the final noise mitigation plan to the LACSD. The LACSD shall develop a cost estimate for the design and construction of the improvements recommended (e.g., sound walls and/or architectural improvements) and provide funding for the agreed upon improvements. 5. Prior to the first waste-by-rail train departing from the PHIMF, the LACSD shall have constructed all structural improvements (sound walls). 6. The LACSD shall make available monies for architectural improvements (STC-rated windows and doors for the first and second row of residences in the affected communities facing the UPRR right-of-way) for a 12-month period beginning at the completion of the final noise mitigation plan. Homeowner's acceptance of the funds ends the LACSD's obligation for this Mitigation Measure.	

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		7-2 The City of Industry and the County Sanitation District No. 2 of Los Angeles County (LACSD) shall coordinate with the Federal Railroad Administration (FRA), the California Public Utilities Commission, and the Union Pacific Railroad (UPRR) to determine the feasibility of implementing a quiet-zone at the Workman Mill Road and UPRR crossing. If feasible, the City of Industry ~~LACSD~~ shall implement a quiet zone at the Workman Mill Road and UPRR crossing to eliminate the need for sounding train horns. A formal procedure established by the FRA shall be followed by the City of Industry ~~LACSD~~ in order to obtain quiet zone status. To establish a new quiet zone, the at-grade crossing must 1) be at least a half mile in length along the railroad tracks; 2) have, at a minimum, flashing lights and gates in place at each public crossing that are equipped with constant warning time devices, where reasonably practical, and power-out indicators; and 3) if any private crossing allows access to the public or provides access to an active industrial or commercial site, or if there are any pedestrian crossings, a diagnostic team review of those crossings must be conducted by the FRA and recommendations concerning those crossing must be made. If, based on these characteristics, the Quiet Zone Risk Index of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold, then a quiet zone can be established by installing signage at each crossing that trains do not sound horns and submit notification in accordance with the Rule. ~~Supplementary safety measures are generally required by the FRA, including:~~ • ~~Four-quadrant gates to block the entire roadway/railroad crossing.~~ • ~~Gates with medians or channelization devices to prevent motorists from driving into the opposing lane to avoid gates.~~ • ~~One-way streets with gates.~~ • ~~Permanent or temporary road closures so that there are no motorists crossing the railroad.~~ • ~~Wayside horn mounted at crossings that projects a warning down the roadway in both directions. This substantially reduces the noise footprint along roadway corridors from the quarter-mile dispersal of train horn noise~~ The City of Industry shall require the LACSD to install a four quadrant gate system	

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		(quad gates), as stipulated in Mitigation Measure 10-8, in accordance with the minimum safety requirements to implement a quiet zone. 7-3 The County Sanitation District No. 2 of Los Angeles County shall use rail lubricators on the staging and arrival/departure tracks, as needed, to reduce the impacts associated with rail/flange interface.	
5.7-3: On-site noise generated from operation of the PHIMF would not significantly increase noise levels in the vicinity of the Pellissier Village or Gladstone residences.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.7-4: Operation of the PHIMF would temporarily increase noise levels during train coupling and during locomotive engine idling on LACSD staging and arrival/departure tracks, resulting in potentially significant levels of noise at the Rose Hills Memorial Park and Rio Hondo College athletic fields and significant levels of noise at the Gladstone residences.	Potentially significant	7-~~43~~ Car coupling operations conducted within the County Sanitation District No. 2 of Los Angeles County staging tracks or on-site shall be conducted at no more than five miles per hour to reduce instantaneous noise levels from car coupling to no more than 85 dBA L_{max} at 100 feet.	Rose Hill Memorial Park and Rio Hondo College Athletic Fields: Less Than Significant Gladstone residences: Significant and unavoidable
5.7-5: Construction of the PHIMF, off-street access road, and Improvements within the UPRR would generate perceptible levels of vibration that may be annoying.	Potentially significant	No feasible mitigation measures are available to reduce vibration generated by heavy construction equipment operating in close proximity to vibration-sensitive structures.	Significant and unavoidable
5.7-6: Vibration generated by up to four additional train trips on the UPRR would significantly increase the number of events that generate perceptible vibration, which may be annoying.	Potentially significant	No feasible mitigation measures are available to reduce vibration generated by project-related trains traveling to and from the project site on the Union Pacific Railroad.	Significant and unavoidable
5.7-7: Construction of the PHIMF, off-street access road, and improvements within the UPRR right-of-way would result in temporary noise increases in the vicinity of noise-sensitive	Potentially significant	7-~~5~~4 Noise-generating construction equipment operated at the project site shall be equipped with the most modern and effective noise control devices, e.g., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained in accordance with the manufacturer's recommendations to assure that no additional	Significant and unavoidable

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
receptors.		noise due to worn or improperly maintained parts will be generated. 7-6~~5~~ The construction contractor shall select truck haul routes that minimize intrusion to residential areas. Permitted haul routes shall be approved in a Construction Management Plan, approved by the City of Industry. 7-7~~6~~ County Sanitation District No. 2 of Los Angeles County shall install temporary noise barrier(s) between the construction equipment and the noise-sensitive receptors of the Gladstone and Whittier Woods residences during construction of improvements within the Union Pacific Railroad right-of-way. The barriers should be constructed from a material such as plywood, gypsum board, acoustical blankets, or any other effective combination of these materials so as to form a continuous barrier. The noise barrier(s) shall be of sufficient height and width to prevent, or minimize as much as technically and physically possible, a direct line of sight between the noise source(s) and receptors. 7-8~~7~~ Stockpiling and vehicle staging areas shall be located away from occupied dwellings and other sensitive receptors whenever possible. The major stock piling and vehicle staging areas shall be located at the Puente Hills Intermodal Facility site, at Parcel A (2845 Workman Mill Road), or on the Puente Hills Material Recovery Facility property. 7-9~~8~~ A construction relations officer shall be appointed by County Sanitation District No. 2 of Los Angeles County to act as a liaison with neighbors, residents, and on-site commercial tenants concerning project construction activity. 7-10 Nighttime construction activities shall only be conducted if the City of Industry determines that such construction activities cannot be conducted in the daytime hours. If nighttime construction activities are determined to be necessary, the construction contractor shall be required to meet the County of Los Angeles noise ordinance limits.	

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.7-8: Roadway closures associated with construction of the off-street access road and improvements within the UPRR right-of-way would not result in significant traffic noise increases in the vicinity of noise-sensitive receptors.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.8 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
		Project Design Features	
—	—	No specific Project Design Features are related to fire protection and emergency services.	—
		Mitigation Measures	
5.8-1: The LACFD would be able to serve the PHIMF with existing contracts for fire services.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
POLICE PROTECTION			
		Project Design Features	
—	—	No specific Project Design Features are related to police protection.	—
		Mitigation Measures	
5.8-2: Tunnels and underpasses attract juveniles, transients, and the criminal element and would require additional police surveillance at the PHIMF.	Potentially significant	8-1 The tunnel, underpass, or combination thereof under Workman Mill Road rail corridor shall incorporate security fencing and lighting so as to eliminate dark places that could conceal juveniles, transients, and the criminal element.	Less than significant
SCHOOL SERVICES			
		Project Design Features	
—	—	No specific Project Design Features are related to school services.	—
		Mitigation Measures	
5.8-3: The PHIMF would employ up to 28 people who are likely to reside in the local area, but would not substantially increase student population in nearby school districts.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant`

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Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
LIBRARY SERVICES			
		Project Design Features	
—	—	No specific Project Design Features are related to library services.	—
		Mitigation Measures	
5.8-4: The PHIMF would not substantially impact the ability of the County of Los Angeles Public library system to serve residents in the local vicinity as a result of an increase in 28 employees In the City of Industry.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.9 RECREATION			
		Project Design Features	
—	—	No specific Project Design Features are related to recreation.	—
		Mitigation Measures	
5.9-1: Use of neighborhood and regional parks and other recreation facilities by the 28 PHIMF employees and their families would not substantially deteriorate existing recreation facilities.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.9-2: Construction of railway improvements at the Peck Road UPRR crossing would result in temporary closure of the County Trail No. 11 (Schabarum Trail Alignment).	Potentially significant	9-1 County Sanitation District No. 2 of Los Angeles County (LACSD) shall file a Right of Access Permit with the Los Angeles County Department of Parks and Recreation (DPR) for closure of County Trail No. 11 (Schabarum Trail) at the location of Peck Road and the Union Pacific Railroad crossing. The LACSD shall post signs at the trailhead to County Trail No. 11 and at the construction location indicating when the trail will be closed and reopened and indicating the location of the nearest detour. Subsequent to obtaining the Right of Access Permit, the LACSD shall notify the Los Angeles County DPR a minimum of 48 hours in advance as to when the trail will be closed. 9-2 After construction hours and during those periods of time when County Sanitation District No. 2 of Los Angeles County (LACSD) would provide limited access to	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		County Trail No. 11 (Schabarum Trail), the LACSD shall require the construction contractor to secure the work site to prevent unauthorized trespass into the project construction area. This stipulation shall be written into the construction contract. 9-3 County Sanitation District No. 2 of Los Angeles County shall not use County Trail No. 11 (Schabarum Trail) to transport equipment or as a dumping ground. Equipment used for construction of the proposed project shall not be stored at the trail staging area, which is owned by the Los Angeles County Department of Parks and Recreation and currently used for equestrian parking (APN No. 8125-017-802). 9-4 After completion of the proposed improvements to the Union Pacific Railroad crossing at Peck Road, County Sanitation District No. 2 of Los Angeles County shall restore the portion of County Trail No. 11 (Schabarum Trail) affected by construction activities to its original preconstruction condition to the satisfaction of the Director of the Los Angeles County Department of Parks and Recreation.	
5.10 TRANSPORTATION/TRAFFIC			
		Project Design Features	
—	—	No specific Project Design Features are related to transportation/traffic.	—
		Mitigation Measures	
5.10-1: The construction and operational phases of the proposed project would result in traffic impacts on roadway capacities and the level of service at nearby intersections.	Potentially significant	*Future With Project Scenario 2 (Year 2013) Alternative Truck Trip Distribution* 10-1 All trucks shall access the Puente Hills Intermodal Facility (PHIMF) via the landfill's main entrance at Crossroads Parkway South and through the internal Puente Hills Materials Recovery Facility (PHMRF) access roads and the internal off-street access road between the PHIMF and the PHMRF. <u>The County Sanitation District No. 2 of Los Angeles County shall be required to conduct a follow-up traffic analysis to verify the effectiveness of this Mitigation Measure. The traffic analysis shall include the collection of baseline traffic data prior to the operation of two trains at the PHIMF to establish the background number of truck trips at the impacted intersection. Follow-up counts shall then be required to be conducted within one year after two trains begin operating at the PHIMF.</u>	Less than significant

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		10-2 ~~County Sanitation District No. 2 of Los Angeles County shall be required to conduct a follow-up traffic analysis to verify the effectiveness of Mitigation Measure 10-1. The traffic analysis shall include the collection of baseline traffic data prior to the operation of two trains at the Puente Hills Intermodal Facility (PHIMF) to establish the background number of truck trips at the impacted intersection. Follow-up counts shall then be required to be conducted within one year after two trains begin operating at the PHIMF.~~ If truck trips are still occurring between the Puente Hills Intermodal Facility (PHIMF) and the I-605/Peck Road interchange through the Peck Road/Pellissier Place intersection during the AM and PM peak hours, the County Sanitation District No. 2 of Los Angeles County shall prohibit northbound left turns for PHIMF trucks from the Puente Hills Landfill entrance to southbound Crossroads Parkway South during the weekday PM peak period (4:00 PM to 6:00 PM). All PHIMF trucks exiting the PHIMF during the weekday PM peak period shall be directed to turn right onto northbound Crossroads Parkway South and proceed to the SR-60/Crossroads Parkway interchange. The prohibition would be identified through signage at the intersection of Crossroads Parkway South/Puente Hills Landfill Entrance.~~additional Mitigation Measures shall be provided to address and redirect these truck trips.~~	
		Peck Road Partial Closure (Year 2008)	
		10-3 *Peck Road between Pellissier Place and Workman Mill Road.* The traffic signals at the Workman Mill Road/Peck Road and Pellissier Place/Peck Road intersections shall be retimed to provide efficient traffic flow during construction on Peck Road. Retiming may include changing the signal cycle duration or signal timing for specific movements. Prior to the commencement of construction activities on Peck Road, the County Sanitation District No. 2 of Los Angeles County shall coordinate the signal retiming with the City of Industry, City of Whittier, and County of Los Angeles.	
		10-4 *Peck Road between Pellissier Place and Workman Mill Road.* County Sanitation District No. 2 of Los Angeles County shall maintain the existing intersection geometry for the southbound approach of Peck Road at Workman Mill Road and the existing geometry of the Peck Road northbound approach at Pellissier Place.	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		The minimum length of the two-lane storage area shall be 300 feet to assist in maintaining traffic flow during the weekday AM and PM peak hours. 10-5 *Peck Road between Pellissier Place and Workman Mill Road.* County Sanitation District No. 2 of Los Angeles County (LACSD) shall coordinate with Rio Hondo College and other property owners in the vicinity of the Peck Road grade separation to identify alternative routes for automobiles and trucks accessing properties in the vicinity of the construction area. Specific measures could include, but are not limited to: • Media advisories in local newspapers identifying the times of construction, lane closures, and contact information for questions. • Variable message signs placed at a distance far in advance of the construction area to advise motorists to seek alternative routes. • Create a project construction website to provide short-term and long-term information on construction activities, lane closures, alternative routes, and traffic conditions. • A detour route encouraging trips bound for Rio Hondo College and adjacent properties to divert from the Peck Road/I-605 interchange to the SR-60/Crossroads Parkway South interchange. This detour route would permit motorists to use Crossroads Parkway South and Workman Mill Road to access the college. The LACSD detour route shall attempt to minimize potential traffic diversions to the I-605/Rose Hills Road interchange, where three study intersections are forecast to operate at an unacceptable level of service during the construction of Peck Road (Year 2008). *Workman Mill Road Partial Closure (Year 2010)* 10-6 *Workman Mill Road south of Crossroads Parkway South.* The traffic signals at the Workman Mill Road/Peck Road and Workman Mill Road/Crossroads Parkway South intersections shall be retimed to provide efficient traffic flow during construction on Workman Mill Road. Retiming may include changing the signal cycle duration or signal timing for specific movements. Prior to the commencement of construction activities on Peck Road, County Sanitation District No. 2 of Los Angeles County shall coordinate the signal retiming with the	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		City of Industry, City of Whittier, and County of Los Angeles. 10-7 *Workman Mill Road south of Crossroads Parkway South.* County Sanitation District No. 2 of Los Angeles County shall maintain the existing intersection geometry for the westbound approach of Workman Mill Road at Peck Road and the eastbound approach of Workman Mill Road at Crossroads Parkway South, to assist in providing acceptable traffic conditions during the weekday AM and PM peak hours. Additionally, full closure of Workman Mill Road shall be prohibited during construction of the internal off-site access roadway between the proposed Puente Hills Intermodal Facility and the existing Puente Hills Materials Recovery Facility.	
5.10-2: Project-related train trips would cause approximately twice the vehicle time-delay at the intersection, when compared to four existing train trips at the Workman Mill Road at-grade crossing	Potentially Significant.	*Workman Mill Road At-Grade Crossing* 10-8 *Workman Mill Road At-Grade Crossing.* Prior to the commencement of the operation of the Puente Hills Intermodal Facility, the existing automatic gates at the Workman Mill Road at-grade crossing, which only block the lanes approaching the crossing, shall be replaced with a four-quadrant gate system. Installation of the quad gates will prevent vehicles from driving around the gates and crossing the tracks prior to a train arriving. 10-9 *Workman Mill Road At-Grade Crossing.* To prevent excessive vehicle stacking at the Workman Mill Road at-grade crossing when inbound and outbound project-related trains cross Workman Mill Road, County Sanitation District No. 2 of Los Angeles County shall coordinate with the Union Pacific Railroad to implement an advanced grade-crossing-warning system to be installed at the intersections of Workman Mill Road with Pellissier Place and Crossroads Parkway South. The advanced warning system shall include dynamic message signs to warn motorists about impending grade crossing delays and to recommend detours. Multiple advanced warning signals shall be installed at both Workman Mill Road/Pellissier Place and Workman Mill Road/Crossroads Parkway South intersections so that the message boards are visible to oncoming traffic that would be heading toward the Workman Mill Road crossing. The dynamic signage shall be activated well in advance of the train crossing, allowing sufficient time for vehicles traveling on	Significant and unavoidable

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
		Workman Mill Road to clear the at-grade crossing. The electronic signage shall direct vehicles to use the grade-separated crossings available on Peck Road and Crossroads Parkway North. The active and dynamic signage shall be supplemented with static warning signs on Workman Mill Road to alert motorists of the potential for grade crossing delays. The static signage on Workman Mill Road shall be placed before the at-grade crossing and shall warn motorists of the approximate length of delay from approaching project-related trains. 10-10 *Workman Mill Road At-Grade Crossing.* To reduce the impact caused by vehicles being detoured to nearby streets, such as Crossroads Parkway South and Peck Road, County Sanitation District No. 2 of Los Angeles County (LACSD) shall implement traffic signal enhancements along alternative routes to allow nearby traffic signals to be linked with the Workman Mill Road at-grade crossing. The coordination of the traffic signals and the grade crossing is intended to allow additional signal green time along the alternative travel routes to accommodate traffic detoured from the at-grade crossing. The LACSD shall coordinate with the City of Industry, Caltrans, and the County of Los Angeles as appropriate to implement these traffic signal enhancements at the following intersections: • Crossroads Parkway South at SR-60 Eastbound Off-Ramp • Crossroads Parkway South at Crossroads Parkway North • Workman Mill Road at Crossroads Parkway North • Pellissier Place at I-605 Northbound On/Off-Ramp • Peck Road at Pellissier Place • Peck Road at Workman Mill Road The LACSD shall also be responsible for conducting a traffic signal timing study to determine the appropriate enhancements to be implemented and the necessary traffic signal timing and phasing at each intersection.	
5.10-3: Project improvements would be designed to adequately address potentially hazardous	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
conditions (sharp curves, etc.), potential conflicting uses, and emergency access.			
5.10-4: Adequate parking would be provided for the proposed project.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.11 UTILITIES AND SERVICE SYSTEMS			
		Project Design Features	
—	—	PDF-11-1 The Puente Hills Intermodal Facility will not accept containers of municipal solid waste that have not been processed at transfer stations and material recovery facilities. PDF-11-2 The Puente Hills Intermodal Facility will accept only containerized Class III municipal solid waste (MSW), as defined in California Code of Regulations, Titles 14 and 23. All employees at the Mesquite Regional Landfill with access to containerized MSW residue will be trained to identify suspicious materials. A safe location for temporarily storing hazardous material removed from containerized MSW residue will be provided at the site. PDF-11-3 All containers accepted at the Puente Hills Intermodal Facility will be leakproof and will include a vent at one end to allow air to enter during tipping to facilitate container unloading. This vent will be closed during transit to the Mesquite Regional Landfill so that substantial amounts of air cannot flow through the containers.	—
		Mitigation Measures	
5.11-1: The joint water pollution control plant would be able to accommodate wastewater effluent generated at the PHIMF In accordance with federal, state, and local regulations.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.11-2: The project would modify the existing stormwater drainage system to accommodate on-site stormwater flows during a peak storm event.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant
5.11-3: The PHIMF would accept containerized	Potentially significant	11-1 The Puente Hills Intermodal Facility will not accept containerized municipal solid	Less than significant

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures		Level of Significance After Mitigation
MSW-filled rail containers from transfer stations throughout the Los Angeles area in accordance with local, state, and federal regulations.			waste residue that has not been processed at transfer stations or materials recovery facilities.	
5.11-4: The Gas Company would be able to accommodate gas demands of the PHIMF; however, modifications to the railroad would require relocation of gas pipelines.	Potentially significant	11-2	County Sanitation District No. 2 of Los Angeles County (LACSD) shall work with The Gas Company (TGC) to ensure that gas service will not be interrupted during construction activities. The LACSD shall enter into negotiations with TGC to discuss the relocation of pipelines under Workman Mill Road and Mission Mill Road that run perpendicular to the Union Pacific Railroad (UPRR) tracks and along the portion of Workman Mill Road, which may be disturbed by construction of the off-street access road. The project shall relocate or encase the existing pipelines impacted by the project to ensure safe operating distance from the railroad tracks in accordance with UPRR and TGC guidelines.	Less than significant
		11-3	County Sanitation District No. 2 of Los Angeles County shall grant an easement to The Gas Company (TGC) for facilities within nondedicated (private) areas and shall notify the construction contractor of such TGC easements to protect the TGC facilities.	
		11-4	County Sanitation District No. 2 of Los Angeles County shall request a will-serve letter from The Gas Company's Planning/Engineering Department at the commencement of the project and before each phase of the project. This notice ensures adequate gas supply and pressure to serve the project.	
		11-5	County Sanitation District No. 2 of Los Angeles County (LACSD) shall provide tentative/approved tract/parcel maps to The Gas Company (TGC). The LACSD shall also provide TGC with notice and plans of street vacation, annexation actions, and off-site street improvement related to the proposed project tentative map.	
		11-6	County Sanitation District No. 2 of Los Angeles County (LACSD) shall request the latest facility plans (gas atlases) from The Gas Company (TGC) for the developer's civil drawings. The LACSD shall contact TGC regarding relocation, abandonment, or removal of any conflicting existing TGC facilities.	

Table 1-2
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
5.11-5: Southern California Edison would be able to accommodate energy demands of the project; However, construction of the PHIMF would require replacement of an on-site electric distribution pole.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Less than significant

[1] A generator set (or genset) locomotive uses two or more diesel engines instead of one large engine. The multiple smaller engines run in combinations of one, two, or three to produce the required horsepower. This decreases the horsepower required for each engine, which makes them easier to manufacture/retrofit with existing air quality emissions control technologies. Use of genset technology generally results in lower air emissions, less fuel consumption, and less noise.

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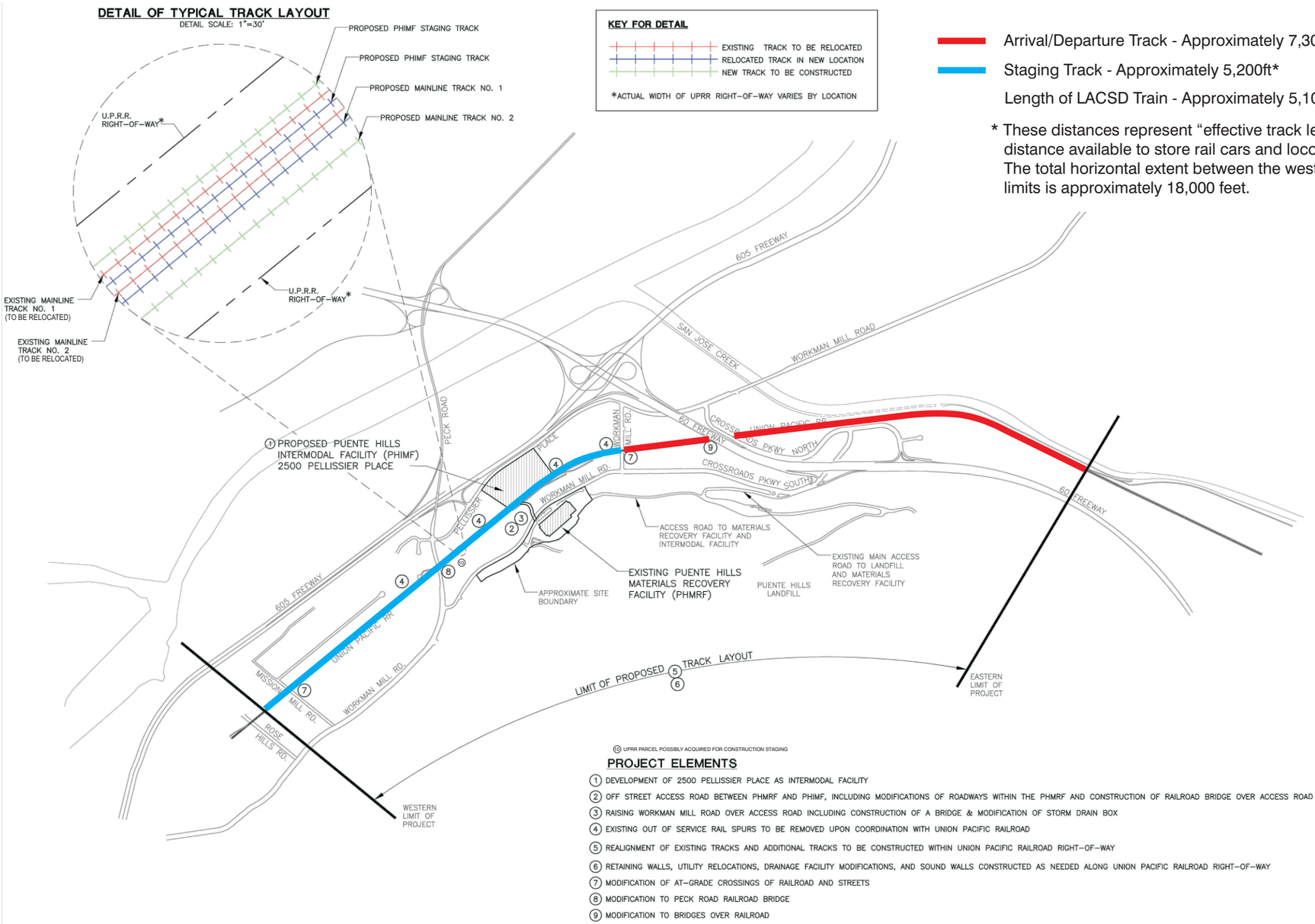
Aerial Photograph

* Formerly the UPRR San Gabriel Line

0 860
Scale (Feet)

Track Layout



Arrival/Departure Track - Approximately 7,300ft*

Staging Track - Approximately 5,200ft*

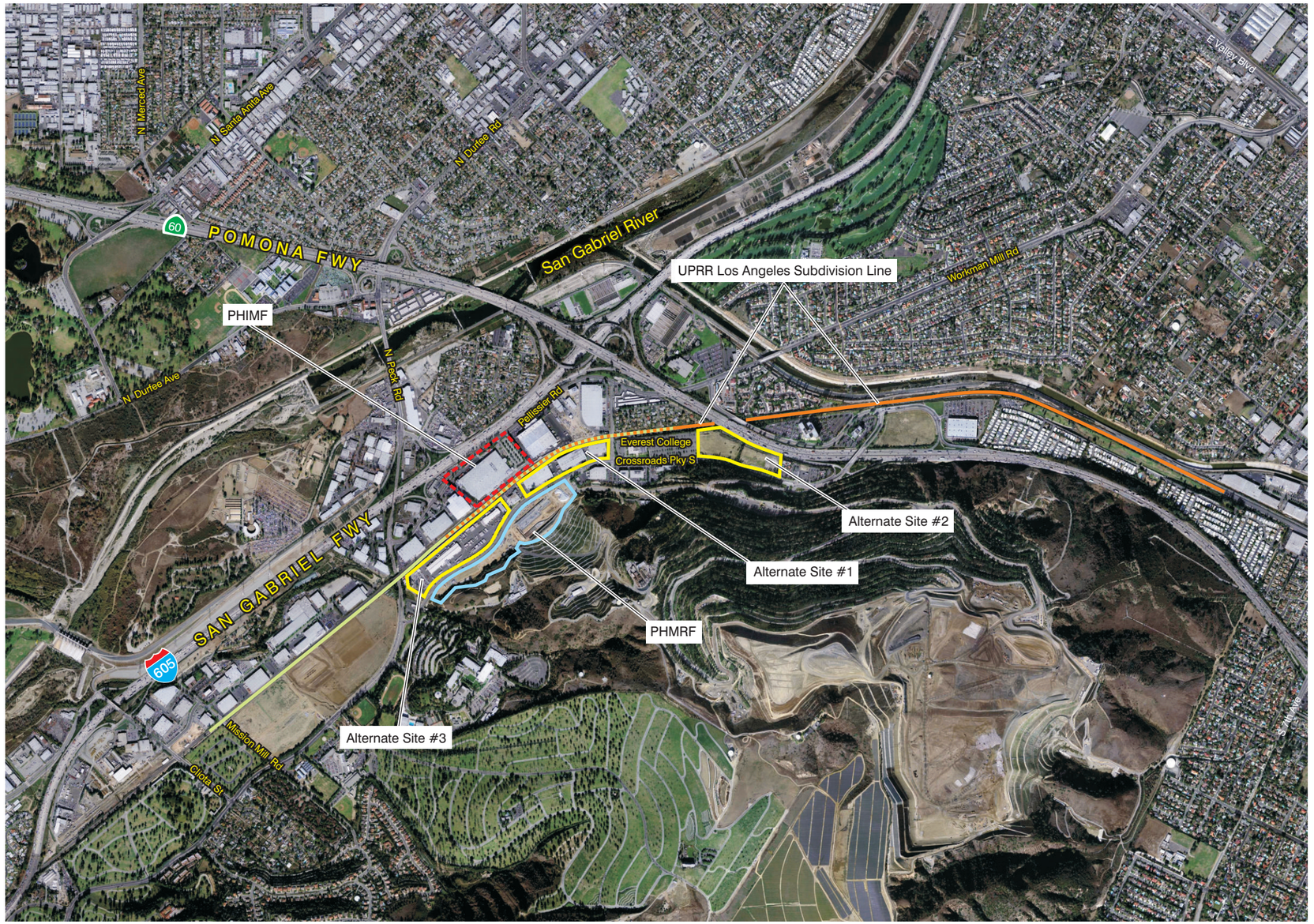
Length of LACSD Train - Approximately 5,100ft

* These distances represent "effective track length," which is the actual distance available to store rail cars and locomotive units. The total horizontal extent between the western and eastern project limits is approximately 18,000 feet.

NOT TO SCALE

Source: Bryan A. Stirrat & Associates

Location of Project Alternatives



Proposed Project Site
Alternate Sites
PHMRF
UPRR West Track Option
UPRR East Track Option

0 2,000
Scale (Feet)

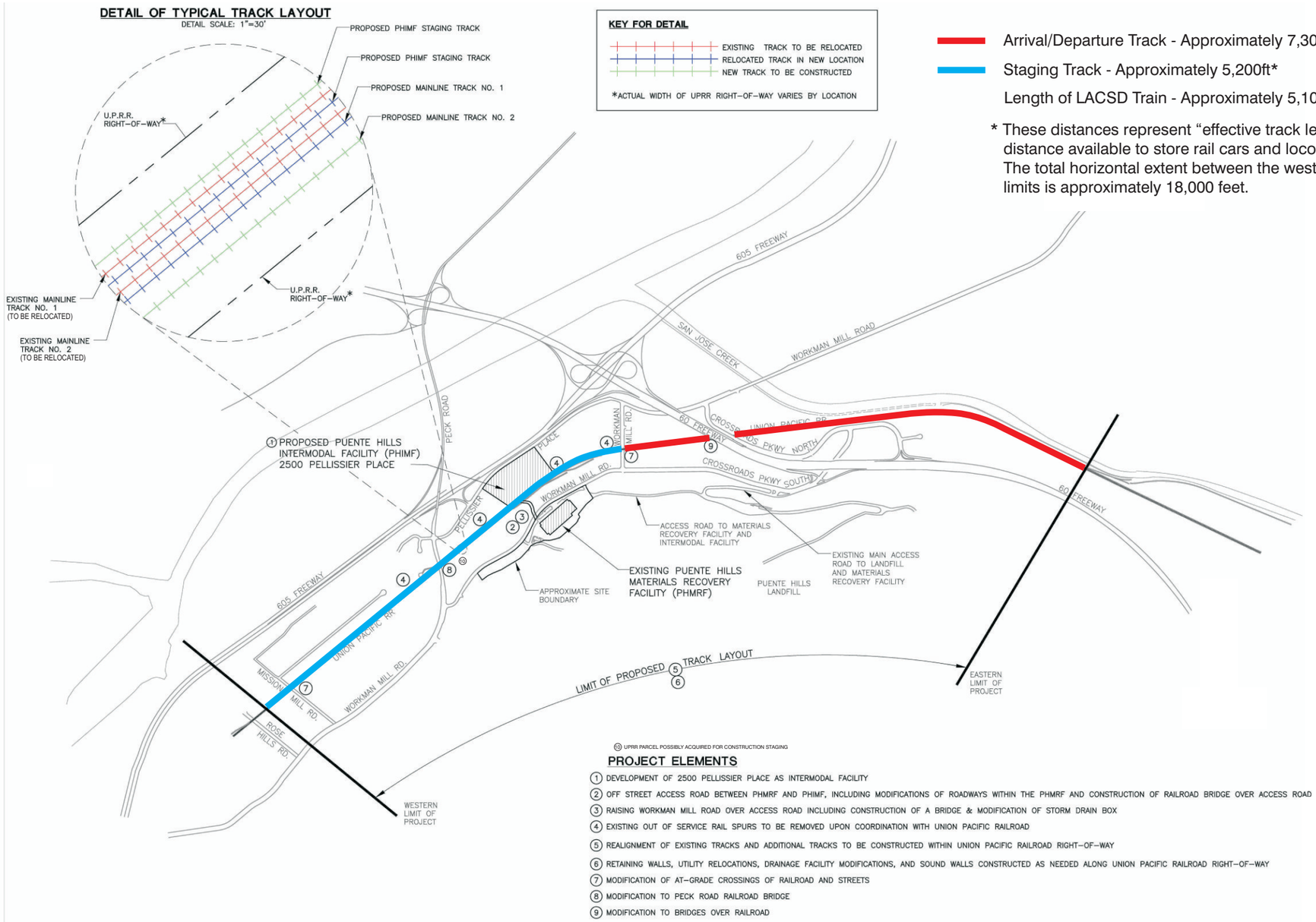
Source: Google Earth, Hanson Wilson Inc.

Aerial Photograph

* Formerly the UPRR San Gabriel Line

0 860
Scale (Feet)

Track Layout



Arrival/Departure Track - Approximately 7,300ft*

Staging Track - Approximately 5,200ft*

Length of LACSD Train - Approximately 5,100ft

* These distances represent "effective track length," which is the actual distance available to store rail cars and locomotive units. The total horizontal extent between the western and eastern project limits is approximately 18,000 feet.

NOT TO SCALE

Source: Bryan A. Stirrat & Associates

Sensitive Land Uses Proximate to the PHIMF

* Formerly the UPRR San Gabriel Line

0 1,200
Scale (Feet)

Viewshed Location Map

1 Viewsheds

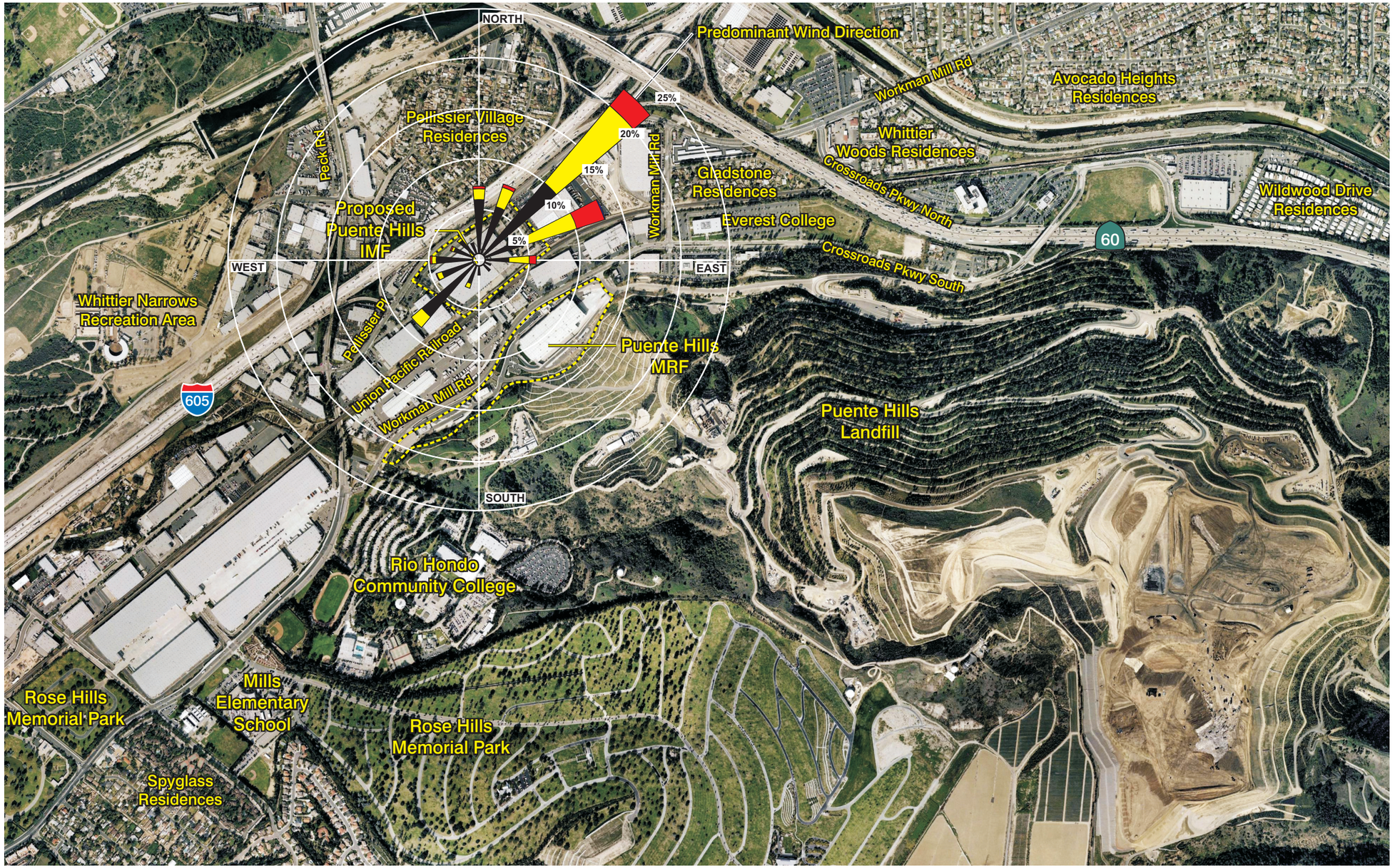
UPRR Right-of-Way

Existing PHMRF Boundary

Proposed PHIMF Boundary

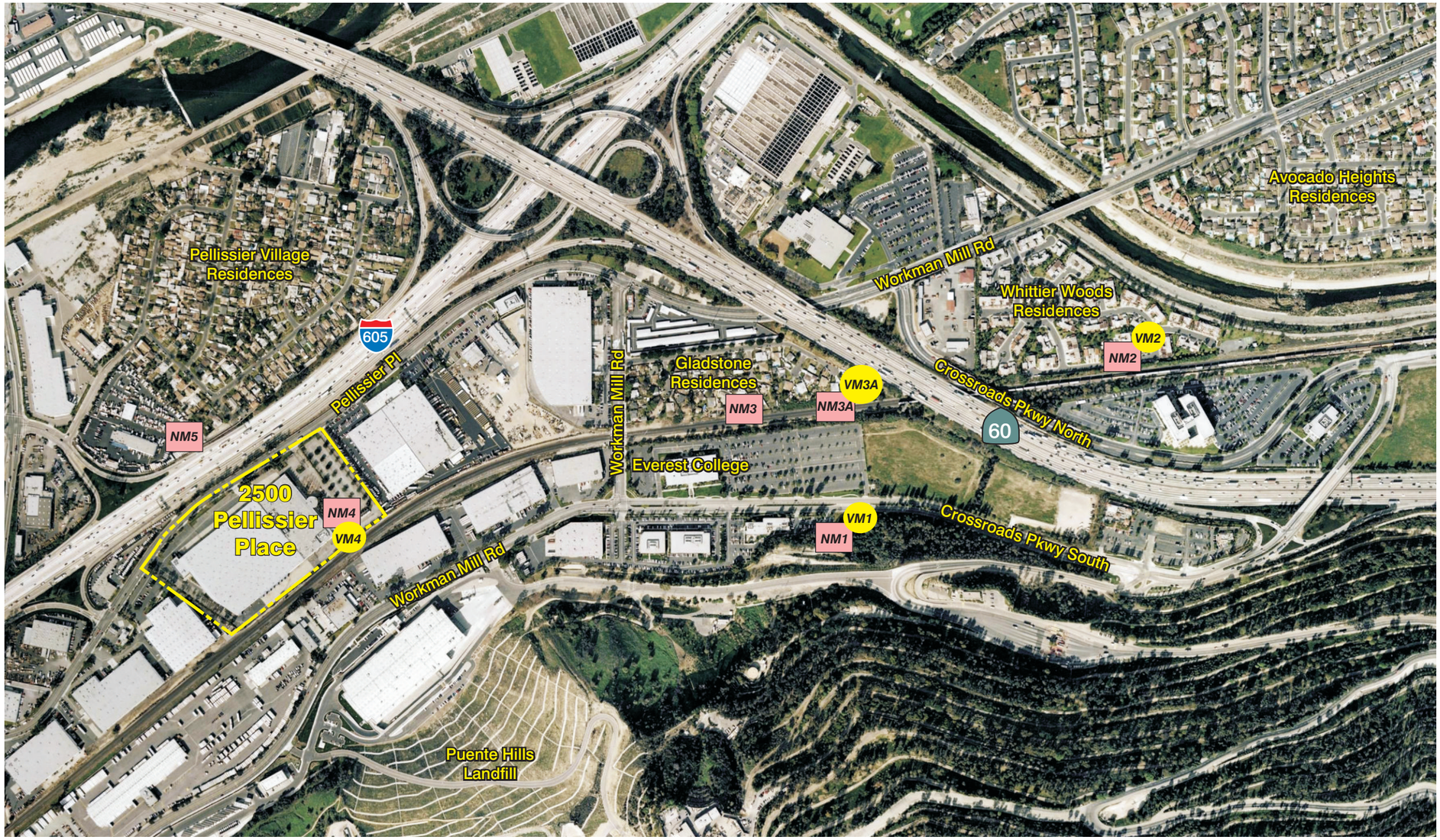
0 1,300
Scale (Feet)

Predominant Wind Directions

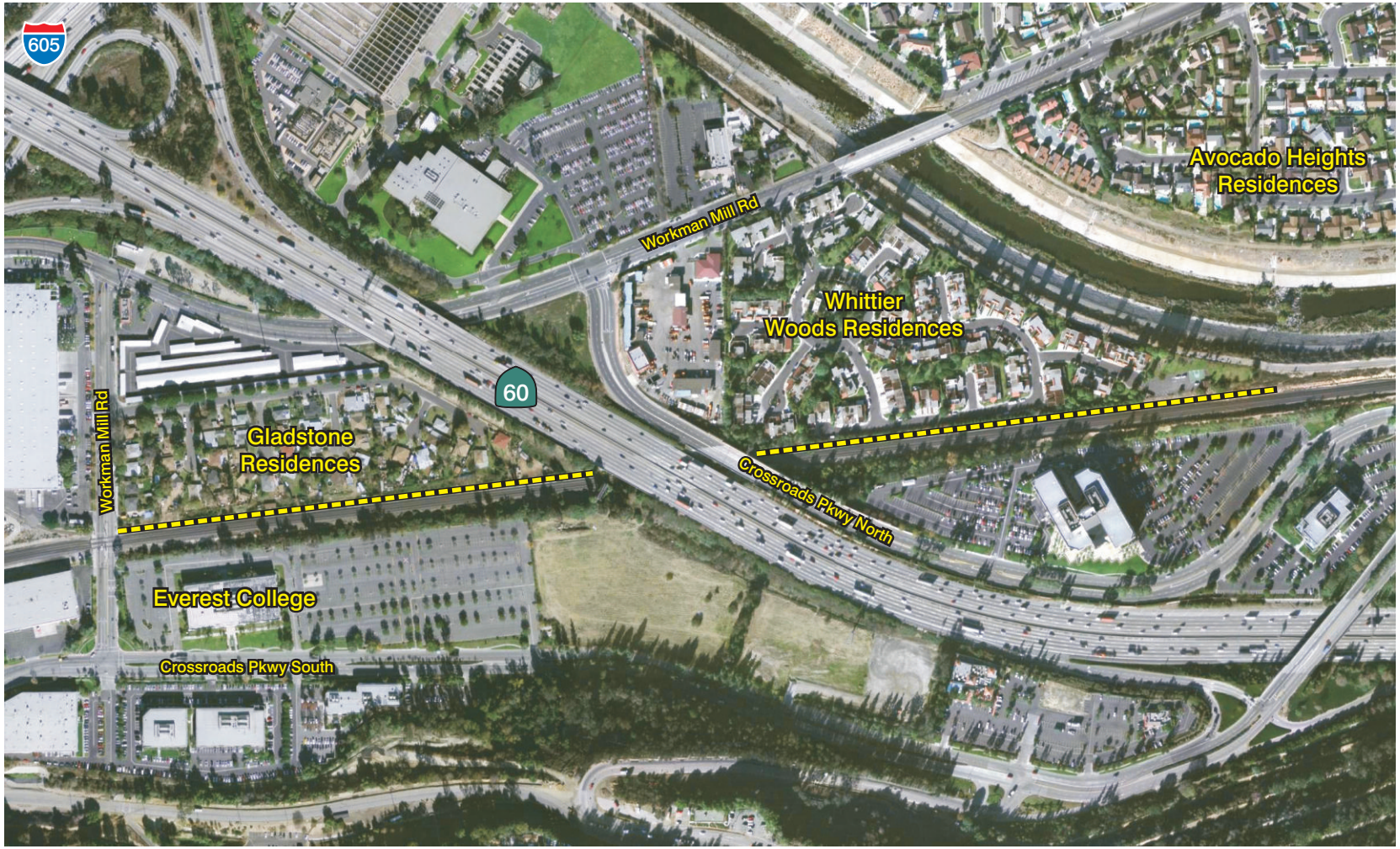


Source: Lakes Environmental Software.

Noise and Vibration Monitoring Locations



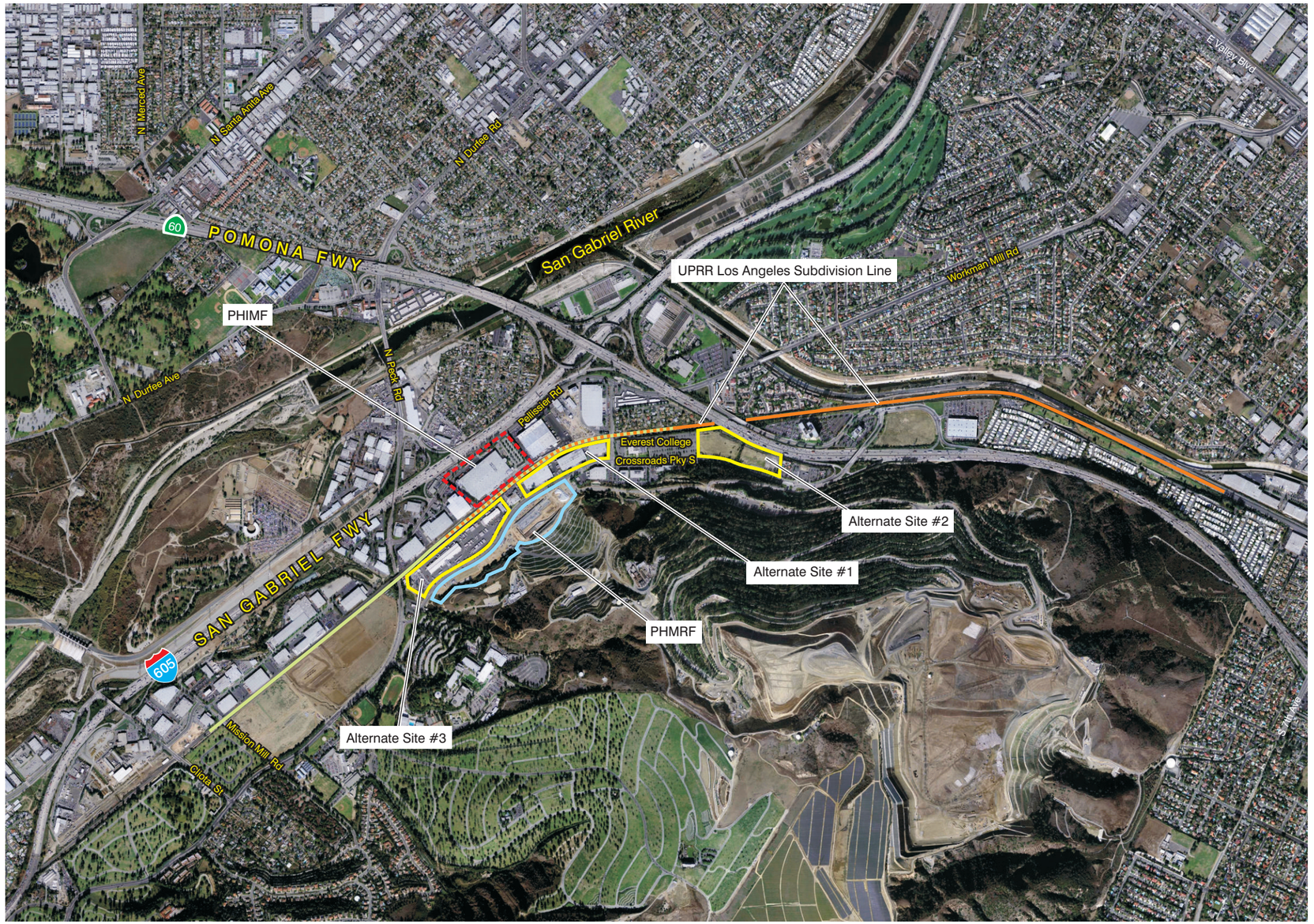
Sound Wall Locations



Potential Sound Wall

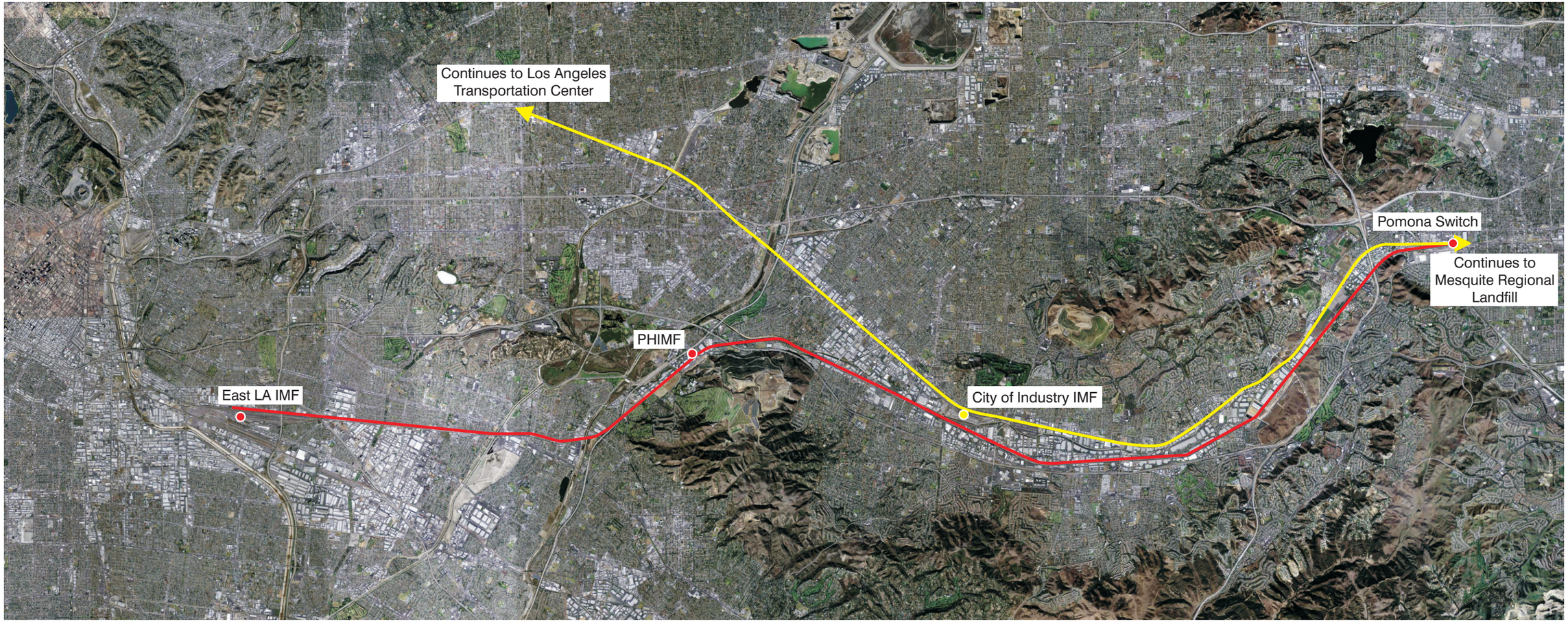
0 500
Scale (Feet)

Location of Project Alternatives



Source: Google Earth, Hanson Wilson Inc.

Locations of Other IMFs



UPRR Los Angeles Subdivision Line*

UPRR Alhambra Line

* Formerly the UPRR San Gabriel Line

Source: Google Earth, Hanson Wilson Inc.

0 4,500
Scale (Feet)