



**SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT**

1810 E. HAZELTON AVE., STOCKTON, CA 95205-0232
PHONE: 209/468-3121 FAX: 209/468-3163

**NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT NO. PA-0900185 (ER)
UNION PACIFIC RAILROAD – LATHROP INTERMODAL MODERNIZATION PROJECT**

Based upon information received from the Applicant, the Union Pacific Railroad Company (Union Pacific), the Environmental Review Officer for San Joaquin County (County) has determined that this project might have a significant impact on the environment and hereby gives notice that an Environmental Impact Report (EIR) is to be prepared in accordance with the provisions of the California Environmental Quality Act (CEQA), as amended.

The San Joaquin County Community Development Department will be the Lead Agency and will prepare a Draft Environmental Impact Report for the project identified above. Please submit the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. The Community Development Department did not prepare an Initial Study for this project.

Project Title: Union Pacific Railroad – Lathrop Intermodal Modernization Project

Project Location:

The Union Pacific - Lathrop Intermodal Facility is located at 1000 East Roth Road, French Camp, in an unincorporated portion of southern San Joaquin County immediately east of the City of Lathrop, west of the City of Manteca and approximately six miles south of Stockton. The current facility consists of approximately 134.5 acres lying south of Roth Road, west of Airport Way, east of the United States Sharpe Army Depot and north of Lathrop Road and consists of one parcel owned by Union Pacific and two parcels leased by Union Pacific. The project would expand the existing facility footprint through the acquisition by Union Pacific of 142.5 acres currently in agricultural production – all or portions of eight parcels - to the south and east of the existing facility footprint for a total of 277 acres. The existing site and proposed expansion area lies within the City of Lathrop Planning Area under its 2010 Community Plan (although outside the city limits) and within the Manteca Sphere of Influence. There is one residence and several other accessory structures, and an existing cheese manufacturing facility located near the project site. Land uses to the north, east, and south of the expanded project site include agricultural uses and the United States Sharpe Army Depot abuts the property to the west.

Application:

The application being processed is Use Permit Application No. PA-0900184 of Union Pacific Railroad to expand and modernize its existing intermodal facility in two phases over a ten year period (Use Type: Major Impact Services). The project has a General Plan designation of A/G (General Agriculture) and zoning of AG-40 (General Agriculture, 40 acre minimum lot size). The modernized facility will continue to operate 24-hours a day, seven days a week, every day of the year. At full buildout, the facility capacity would increase from 270,000 cargo container transfers (to or from a rail car) per year to 730,000 cargo container transfers per year, although Union Pacific forecasts that actual cargo transfers would not approach full capacity until after 2035.

Union Pacific is also applying for a development agreement with the County related to the expansion project.

The following paragraph is provided by the applicant:

Because it is a federally-chartered railroad corporation, Union Pacific believes it is not required to obtain a Use Permit or any other discretionary land use approvals from the County or any other State or local public agency in connection with the proposed modernization/expansion of its Lathrop Intermodal Facility. Union Pacific also believes, therefore, that CEQA and, among other laws, State and local land use laws, are preempted by federal law and do not apply to Union Pacific's proposed expansion project. Union Pacific has nevertheless agreed, with a reservation of rights, to cooperate with the County to apply to obtain a Use Permit and to have an EIR prepared for its project to inform the County, other agencies and the public of the nature and elements of its project. The County has taken no position on Union Pacific's statement regarding CEQA's applicability.

Project Description:

The Union Pacific Lathrop Intermodal Facility was built in 1993 to replace its Stockton Intermodal Facility and move the operation from an urbanized area to the current site. The facility is a transportation hub and railroad-to-truck, or "intermodal", transfer point for agricultural and other domestic freight: intermodal cargo units are transferred from rail car to truck for local distribution or from truck to rail car for long-haul shipment by rail.

With the current facility operating at or near peak capacity, Union Pacific is proposing to expand the operating footprint of the facility to the east and south and modernize facility equipment and infrastructure.

The Lathrop Intermodal Modernization Project would consist of the following elements:

Phase I (Construction estimated to begin in 2011)

- Lengthen three existing working tracks by 8,145 feet, adding 1,906 feet of engine ready tracks, and constructing three new support tracks totaling 24,021 feet to provide additional capacity to handle double-stack railcars – railcars designed to handle two, stacked intermodal cargo units.
- Add 222 container bays and 127 employee parking spaces.
- Construct eight new buildings totaling 24,042 square feet
 - Construction includes the following:
 - demolish the existing gate and maintenance building
 - 7,140 square foot gate building
 - 14,010 square foot maintenance building
 - 352 square foot driver kiosk
 - Two 1,080 square foot portal buildings
 - Two 1,600 square foot storage buildings
 - 280 square foot crew shanty
 - 135 square foot IWTP (Industrial Wastewater Treatment Plant) building

- 1,500 square foot IWTP (Industrial Wastewater Treatment Plans) canopy
- 588 square foot sludge drying bed canopy
- Replace existing 120 foot communications tower with a 140 foot tall communications tower
- Addition of a ten lane automated gate system to reduce truck processing and idling time
- Relocate the existing main entrance to the facility further east on Roth Road and away from the intersection of Roth Road and the Union Pacific main line. Trucks transporting cargo units and Union Pacific employees who work in the gate building will enter the facility via this entrance. Union Pacific employees who do not work in the gate building will enter the facility at the south end of the site via an indirect connection from Lathrop Road. Trucks transporting cargo units will not be allowed to enter the facility via Lathrop Road.
- Add additional turn lanes on Roth Road at the relocated facility entrance to accommodate additional traffic.
- Construct two crane maintenance pads.
- Construct a private, internal access road between the Lathrop Intermodal Facility and the proposed CenterPoint Properties Intermodal Center, so that goods can be transported between the facilities without the use of public roads.
- Upgrade and modernize intermodal yard equipment throughout the facility.

Phase II (Construction estimated to begin by 2020 depending upon market and economic conditions)

- Construct two additional working tracks totaling 13,760 feet and two additional support tracks totaling 15,276 feet. At full buildout, there will be 36,550 feet of working tracks, 40,655 feet of support tracks, and 1,906 feet of engine ready track.
- Add 1,948 container bays and 46 employee parking spaces.
- Construct two additional crane maintenance pads.

Increased Capacity

Phase I of the project would increase the capacity of the facility from 270,000 cargo transfers per year to 400,000 transfers a year; however, Union Pacific forecasts that actual cargo transfers will increase incrementally each year and that actual demand will not approach the facility's expanded capacity of 400,000 transfers per year until approximately 8 – 10 years after the capacity increase, depending on market conditions. Phase II of the project would increase the capacity of the facility from 400,000 cargo transfers per year to 730,000 transfers a year. Again, Union Pacific forecasts that actual cargo transfers will increase incrementally each year and that actual demand will not approach the facility's expanded capacity of 730,000 transfers per year until approximately 15 years after the capacity increase, depending on market conditions.

Roth Road Overpass

Union Pacific has proposed that an overpass to separate Roth Road from the Union Pacific main line rail crossing be included in the project EIR for study and discussion as a project alternative and a collaborative effort between Union Pacific and other participating State and local agencies and stakeholders.

New Switching Lead

To accommodate increased train lengths made possible by the project, and to prevent switching operations from blocking the main line, Union Pacific plans to construct a new switching lead on its existing main line right-of-way. This switching lead is not a part of the Use Permit for which Union Pacific has applied, but it will be included for discussion in the project EIR.

Environmental Issues to be discussed in the EIR:

The following are probable environmental effects to the project:

1. Agricultural Resources. Potential effects of the intermodal facility expansion on existing agricultural uses, including conversion of prime agricultural lands to an industrial use, will be assessed.
2. Traffic. A traffic study will be conducted as part of the EIR. Traffic analysis will be provided relative to the increase in vehicle traffic and Level of Service impacts to streets and intersections potentially impacted by the project, including Roth Road, Lathrop Road, and Airport Way, and the potential for an overpass on Roth Road crossing the Union Pacific main line.
3. Noise. Noise generated at the site from additional truck, trailer and freight train trips and operations at the intermodal facility will be evaluated relative to the impact on nearby residences and compliance with the County noise ordinance.
4. Air Quality/Odors. The EIR will analyze regional and local air quality impacts that would result from the project from both stationary and mobile sources during both the short-term construction of and long-term operation of the project. The analysis will include a discussion of greenhouse gas emissions and impacts on climate change.
5. Hydrology and Water Quality. Runoff from maintenance areas which are likely to contain oil or grease will be directed to an on-site Industrial Wastewater Treatment Plant (IWTP). Process wastewater from the maintenance building will also be routed to the IWTP. The IWTP will treat the runoff and discharge the treated effluent either to a public sanitary sewer main or to an evaporation basin. The EIR will review the proposed intermodal facility expansion plan, including surface and groundwater impacts and runoff management plans. A water analysis will be conducted in the EIR.
6. Biological Resources. The EIR will review biological issues relative to the expansion of the existing intermodal facility. The San Joaquin County Multi Species Habitat Conservation and Open Space Plan will be described as it applies to the expansion of the current site.
7. Public Services and Utilities. The EIR will review impacts relative to police, fire and wastewater.
8. Cultural Resources. The EIR will analyze the impacts to cultural, historical, and archeological resources in the surrounding area.
9. Aesthetics. The EIR will analyze the alteration of visual characteristics from the proposed expansion and the increase in light and glare in the local area.
10. Climate Change. The EIR will analyze issues of greenhouse gas emissions related to the operations of the project and the corresponding traffic.
11. Land Use. Potential effects of the intermodal facility expansion on local land uses, including compatibility with General Plan and zoning.
12. Hazards/Hazardous Materials. The EIR will evaluate the potential for human and environmental exposure to any hazards.
13. Geology/Soils. The EIR will evaluate impacts to earth resources on the project site and in the vicinity of the project.

Public Scoping and Document Review and Comment Period:

Due to the time limits mandated by State law, your response to this NOP must be sent at the earliest date, but not later than 30 days after receipt of this notice.

Review Begins: August 4, 2010
Review Ends: September 7, 2010
Contact Person: Mo Hatef, Associate Planner
San Joaquin County Community Development Department
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Stockton, CA 95205
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Email: mhatef@sjgov.org

The County will conduct a scoping meeting in conjunction with this NOP in order to receive public comments.

Date: August 25, 2010
Time: 2:30 p.m. to 4:30 p.m.
Location: Public Health Auditorium
1601 East Hazelton Avenue
Stockton, CA 95205

**UNION PACIFIC NOP DISTRIBUTION LIST
PA-0900185 (ER)**

State Clearinghouse

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Caltrans
California Highway Patrol
Department of Water Resources
Department of Aeronautics
Health Services
Air Resources Board
SJVAPCD/AQMD
Native American Heritage Commission
Department of Corrections
Public Utilities Commission
Department of Resources and Recycling
Central Valley Regional Water Quality Control Board
Reclamation Board
Food and Agriculture
State Lands Commission

Federal Agencies

Army Corps of Engineers
Fish and Wildlife Service
Federal Aviation Administration
Department of Soil Conservation
Department of Transportation
Sharpe Army Depot

Local Agencies/Organizations

Mosquito & Vector Control
South San Joaquin Irrigation District
A.L.U.C.
SJ Environmental Health
SJ Public Works
SJ Air Pollution Control
Sheriff
Council of Governments
Manteca Unified School District
Assessor
PG&E
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Lathrop Manteca Fire District
City of Lathrop Community Development Department
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City of Manteca Community Development Department
Stockton Metro Airport
Kathy Perez
Sierra Club
Precissi Flying Service
Farm Bureau

Sacramento County Community Development Department
Stanislaus County Community Development Department
Alameda County Community Development Department
Calaveras County Community Development Department
Amador County Community Development Department
Contra Costa County Community Development Department
City of Modesto Community Development Department
City of Riverbank Community Development Department
City of Galt Community Development Department

Others

Surrounding property owners within 1400 feet
Applicant: Union Pacific Railroad Company
Agent: Union Pacific Railroad Company