


M E M O

Alameda Corridor Transportation Authority

September 9, 2021

To:	Governing Board
From:	Michael C. Leue, Chief Executive Officer 
Subject:	<i>Approve the Dolores Yard Crossover Project Memorandum of Agreement with Union Pacific, Burlington Northern Santa Fe, the City of Los Angeles Harbor Department and the City of Long Beach Harbor Department; Find the Project is Categorically Exempt from the California Environmental Quality Act; and Authorize ACTA's CEO to file a Notice of Exemption for the Project</i>

Recommendation:

ACTA's CEO recommends that the Board: (1) find that the Dolores Yard Crossover Project (Project) is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Section 15301, Section 15302, Section 15303, Section 15304 and Section 15311 of the state CEQA Guidelines; (2) approve the Project Memorandum of Agreement (MOA) among the City of Los Angeles Harbor Department (POLA), the Port of Long Beach (POLB), Union Pacific Railroad Company (UP), BNSF Railway Company (BNSF) and ACTA; (3) authorize ACTA's CEO to execute and the Governing Board Secretary to attest to the MOA, attached as Transmittal 1, on behalf of the Governing Board; and (4) authorize ACTA's CEO to file the Notice of Exemption (NOE), attached as Transmittal 2, with the County of Los Angeles.

Background:

In December 2016, the parties entered into the Amended and Restated Alameda Corridor Use and Operating Agreement (UOA) which governs the use and operations of the Alameda Corridor. The proposed MOA is required to address the specific details of the Project, including but not limited to the design and construction, operations, maintenance and repair of the Project, along with requiring UP to have sole responsibility for all costs associated with the Project.

The MOA requires approval from POLA, POLB, UP, BNSF and ACTA. The POLB Board of Harbor Commissioners approved the MOA at its meeting on June 28, 2021. The Los Angeles Board of Harbor Commissioners approved the MOA at its meeting on August 5, 2021. Both UP and BNSF have previously executed the MOA.



Discussion:

The Project consists of a new crossover rail connecting the Alameda Corridor to the south end of the UP owned Dolores Yard. Rail crossovers allow trains to move from one railroad track to another. The construction activities are limited to railroad track placement and track removal within a 1,500-foot length along the Alameda Corridor property and UP property, as described in the NOE.

The Dolores Yard Crossover Project is a very minor modification to the rail infrastructure that will improve train efficiency and decrease environmental impacts. Currently, and without the Project, the only route to the Ports from Dolores Yard is along the former SP San Pedro Branch (track west of Alameda Street). The Project will significantly improve the connection from Dolores Yard to the Ports. The proposed track configuration will alleviate train delays that currently affect both the ACTA rail mainlines and Dolores Yard operations, as well as preventing vehicle delays on Alameda Street. The delays imposed by the current track configuration cause locomotive and vehicle idling that would be avoidable with the Project. The Project is not expected to increase capacity or train volumes on either the Alameda Corridor or at Dolores Yard. Funding for the Project will be paid entirely by UP, per the MOA.

Budget Impact:

There is no impact to the ACTA Program Budget since UP is committed to paying all costs for the Project.

Co-General Counsel:

ACTA Co-Counsel has reviewed and approved the MOA as to form.

Transmittals:

Transmittal 1 - Dolores Yard Crossover Project Memorandum of Agreement

Transmittal 2 - CEQA Notice of Exemption for Dolores Yard Crossover Project