



**SAN JOAQUIN COUNTY  
COMMUNITY DEVELOPMENT DEPARTMENT**

1810 E. HAZELTON AVE., STOCKTON, CA 95205-6232  
PHONE: 209/468-3121 FAX: 209/468-3163

Date: August 9, 2010

Proposal Due: September 9, 2010

REQUEST FOR PROPOSAL

ENVIRONMENTAL IMPACT REPORT NO. PA-0900185 FOR THE UNION PACIFIC MODERNIZATION PROJECT WHICH INCLUDES USE PERMIT APPLICATION NO. PA-0900184 FOR THE EXPANSION AND MODERNIZATION OF AN EXISTING INTERMODAL FACILITY IN TWO PHASES OVER A TEN YEAR PERIOD.

San Joaquin County solicits your proposal for the preparation of an Environmental Impact Report (EIR). The report is to address the significant environmental impacts associated with the Union Pacific Project. The project description is included in this Request for Proposal as Enclosure I.

SITE DESCRIPTION:

The Union Pacific project is located at 1000 East Roth Road, on the south side of Roth Road, 1,840 feet west of Airport Way, in French Camp. The existing intermodal facility area is approximately 134.5 acres and the expansion would increase the project area by 142.5 acres for a total of 277 acres. The project site consists of eight parcels (APNs: 198-200-01, 03, 05, 11, 198-030-04, 08, 16, 17, and 20) owned by six separate entities: Union Pacific Railroad Company (121.07 acres), E & E Murphy Family LP (81.34 acres), RCCI PTP (58.6 acres), Centerpoint Properties Trust (77.87 acres), Edward and Dolores Cardoza (41.06 acres), and South San Joaquin Irrigation District (2.34 acres). Primary access to the project site is by a proposed relocated driveway from Roth Road. Union Pacific employees not working at the gate building will enter the facility via an indirect connection from Lathrop Road. A parcel ownership map is included as Enclosure II.

The site has a General Plan designation of General Agriculture (A/G). The zoning is General Agriculture-40 acre minimum (AG-40). The parcels are not under Williamson Act contract. An intermodal facility may be conditionally permitted in the AG-40 zone with an approved Use Permit application (Use Type: Major Impact Services).

APPLICATIONS:

The applicants have submitted Use Permit Application No. PA-0900184 for the expansion of the intermodal facility. The application can be found in Enclosure III.

A Notice of Preparation (NOP) was posted at the State Clearinghouse on August 4, 2010. The review period for the NOP ends September 7, 2010. A complete list of Public Agency comments in response to the Notice of Preparation will be available after the end of the review period. All comments from agencies shall be reviewed in the preparation of the EIR. The NOP can be found in Enclosure IV.

## SCOPE OF ENVIRONMENTAL IMPACT REPORT:

Based upon information received from Union Pacific, the determination has been made by the Environmental Review Officer that this project might have a significant impact on the environment.

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.

An Initial Study has not been prepared. The EIR will need to include a list of issues of concern and issues found not to be potentially significant. A list of probable environmental effects can be found in the NOP (Enclosure IV).

### AVAILABLE DATA:

Soils: Soil Conservation Service soil data and maps for the project area.

Biota: Natural Diversity Database for San Joaquin County, State Department of Fish and Game.

Land Use: San Joaquin County General Plan 2010

### KEY STEPS IN THE EIR PREPARATION PROCESS:

1. Meet with County Staff and the applicant following approval of the contract by the Board of Supervisors.
2. Consult with County Staff and other agencies as necessary.
3. Meet with County Staff and the applicant as necessary, including with regard to project elements and details.
4. Submit an Administrative Draft EIR (6 copies) and then meet with County Staff and the applicant.
5. Submit a Draft EIR (60 copies).

6. Submit a Final EIR (100) copies. The Final EIR is a single document, which includes all necessary revisions to the text of the Draft EIR as well as "Comments and Responses" section.
7. Attend four (4) public hearings.

SCHEDULE FOR COMPLETION OF THE EIR:

Week 1: Notice to Proceed, Initial Meeting with County Staff.

Week 9: Submission of Administrative Draft EIR.

Week 12: Submission of Draft EIR.

Week 24: Submission of Final EIR.

PAYMENT SCHEDULE:

Payment will be made upon the satisfactory completion of the following:

Administrative Draft EIR:	40% of contract amount.
Draft EIR:	30% of contract amount.
Final EIR:	20% of contract amount.
Certification of Final EIR By Board of Supervisors:	10 % of contract amount.

CRITERIA FOR PROPOSAL ACCEPTANCE:

The following factors will be used in selection of a consultant:

1. Qualifications of the consultant firm and individuals who will perform the work, including past experience with similar projects.
2. Qualification of the subcontractors, if any.
3. The firm's ability to work closely with local staff.
4. Compliance of the proposal with the County's Request for Proposal.
5. The approach to the project, as outlined in the proposal.
6. The proposed EIR preparation schedule.
7. The cost of the work outlined in the proposal.
8. The ability to meet the contract requirements of the County.

An interview with County Staff may be required prior to proposal acceptance.

QUALIFICATIONS OF THE CONSULTANT:

The contract will be awarded only to responsible consultants. In order to qualify as responsible, a consultant must, in the opinion of the Director of the Community Development Department, meet the following standards:

1. Have adequate equipment, technical, and financial resources for performance, or have the ability to obtain such resources as required during performance.
2. Have the necessary experience, organization, technical qualifications, skills, and facilities, or have the ability to obtain them (including any subcontractor arrangements) for a project of this nature.
3. Be able to comply with the proposed or required performance schedule.
4. Have a satisfactory record of performance. The proposal should include the names and phone numbers of four persons for whom the consultant has recently performed work, preferably of a similar nature.
5. Be an equal opportunity employer.
6. Be otherwise qualified and eligible to receive an EIR preparation contract under applicable laws and regulations.

ORGANIZATION OF THE PROPOSAL:

The proposal shall substantially conform to the following outline:

1. A statement of the firm's overall approach to the study.
2. A description of the overall program being submitted.
3. A thorough explanation of the consultant's proposed course of action. Reference should be made to the requirement of this RFP and if the contractor proposes major changes in the RFP approach, these changes should be specified clearly. The technique that the proposer intends to pursue in performing the required work should be described.
4. If the scope of work requires a plan or report other than an EIR, the format of the report should be described.
5. A cost estimate to prepare the EIR. The cost estimate shall be in sufficient detail to allow County review and contact with the applicant on project details and shall include costs for the administrative draft, Draft EIR, Final EIR, public hearings, and direct expenses.
6. The proposed schedule for completing the study. If the time periods contained in the Scope of Work cannot be met, explain any proposed changes.

7. A project manager for the proposal must be designated. Include a brief resume of each person working on the project, and list special qualifications applicable to this project. Describe the specific effort to be contributed by each of the key personnel.
8. A list of subcontractors who will be hired, their specific responsibilities, qualifications, tasks, schedule, and costs, etc., must be included in the proposal.
9. A current schedule of charges of the company must be included in the proposal.
10. The proposal should contain a statement to the effect that the proposal is a firm offer for a six (6) month (or more) period.
11. The proposal shall provide the name, title, address, and telephone number of any individual(s) with the authority to negotiate and contractually bind the company, and also the name of any individual(s) who may be contacted during the period of proposal evaluation.
12. A disclosure statement of recent or ongoing work for the private sector in San Joaquin County and a disclosure of any recent or ongoing work for the applicant.
13. A listing of any similar reports prepared by the company in the recent past.
14. Fancy proposal format, costly bindings, color plates, or glossy brochures are not necessary. Auxiliary films or exhibits other than the proposal will not be accepted.

**SCHEDULE FOR PROPOSALS:**

In preparing a proposal for the EIR, the following schedule shall be met:

1. Six copies of each consultant or consultant team proposal shall be received by or delivered to the Community Development Department (Mo Hatef), no later than 5:00 p.m. on September 9, 2010.
2. A consultant will be selected no later than September 20, 2010. However, the County reserves the right to reject all proposals.

The County welcomes your response to this Request for Proposal. If you have any questions, please let me know. I am available at (209) 468-8477.

Sincerely,

MO HATEF  
ASSOCIATE PLANNER

## ENCLOSURE I

### Project Description

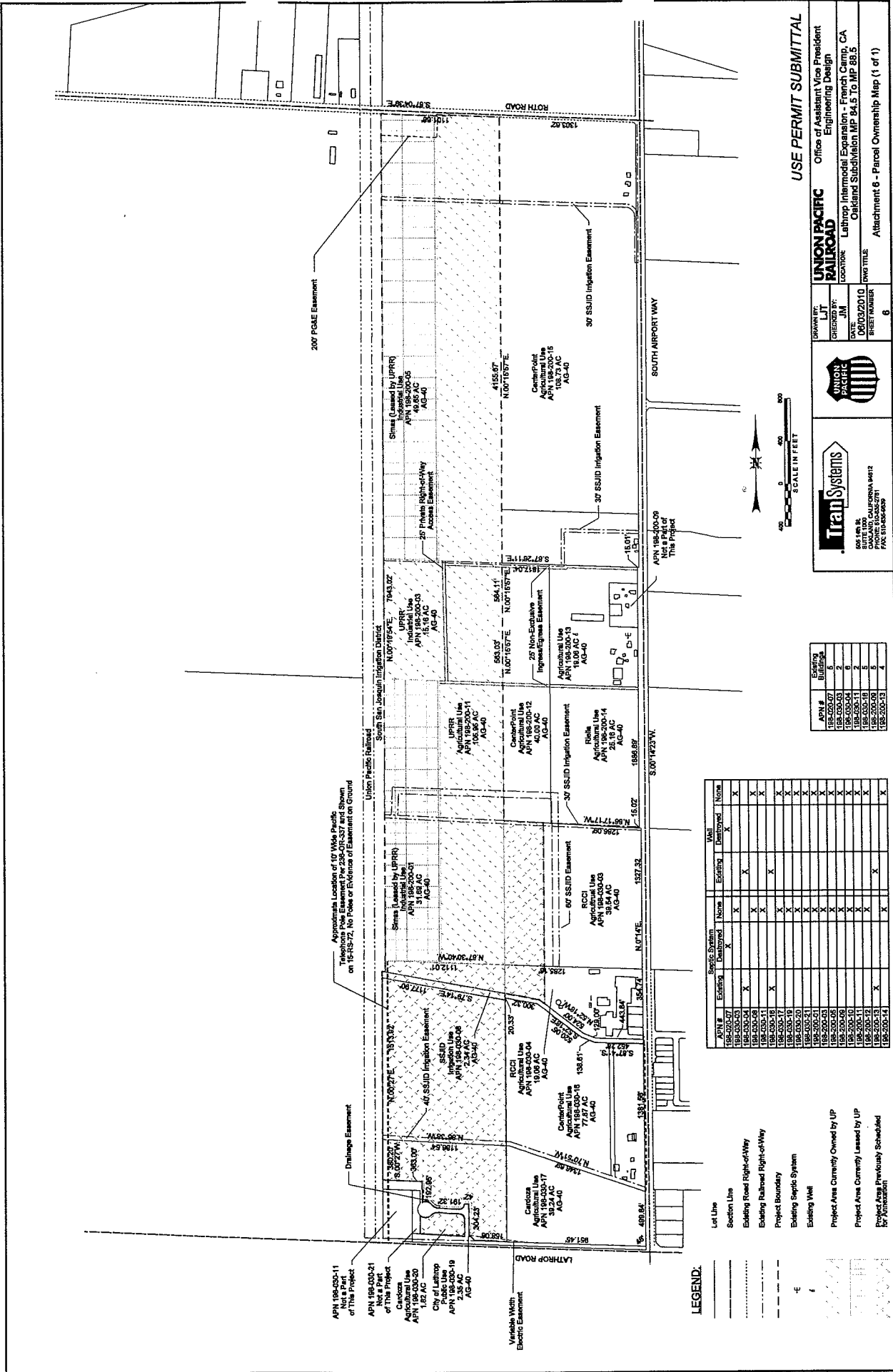
Union Pacific Railroad Company proposes to expand and modernize its existing Intermodal Facility located within the unincorporated San Joaquin County. The expansion will result in the development of approximately 142.5 acres of additional land to the south and east of the facility and, at full build-out, would increase the capacity of the facility from 270,000 cargo container transfers ("lifts") per year to 730,000 lifts per year to serve the needs of the region. The expansion will add five new support tracks and two new working tracks and will lengthen three existing working tracks. The resulting track infrastructure will provide enough capacity for 145 double-stack units and up to 18 locomotives to be staged on-site. One operational change will be the addition of a new ten lane Automated Gate System (AGS) that will make the truck processing more efficient and more secure. See the Project Description contained in the NOP for additional details. The project is envisioned to be constructed in the following two phases:

#### 2011(Phase I)

Phase I includes the lengthening of three existing working tracks, as well as the construction of three new support tracks. To accommodate the track lengthening, the existing gate and maintenance buildings will be demolished and relocated, and several new support buildings will be constructed. All buildings and significant structures are anticipated to be completed in Phase I. Two crane maintenance pads will be constructed in Phase I. Additional parking will be provided for employees, and the employee parking lot access point to Lathrop Road will be constructed. The main facility entrance at Roth Road will be relocated slightly east of its current position. One septic system will be removed and a new one will be constructed as part of this phase. To serve the sanitary sewer needs at the south end of the site, either a connection to the Manteca sanitary sewer system will be established, or evaporation basins and a septic system will be constructed. Additional pavement will be constructed to furnish areas for container bays. Detention and retention basins will be constructed as needed to manage stormwater runoff per County standards. Finally, lift capacity will be increased to 400,000 lifts per year.

#### 2020 (Phase II).

Phase II construction will consist of two additional working tracks and two additional support tracks, as well as additional pavement and container bays. Two additional crane maintenance pads and additional site lighting will also be constructed in this phase. Lift capacity will be further increased to a total capacity of 730,000 lifts per year. To support the additional lift capacity, more employees and lift equipment will be added.



APN #	Septic System		Well	
	Existing	Destroyed	Existing	Destroyed
198-200-07	X			X
198-200-08	X		X	
198-200-09	X		X	
198-200-10	X		X	
198-200-11	X		X	
198-200-12	X		X	
198-200-13	X		X	
198-200-14	X		X	
198-200-15	X		X	
198-200-16	X		X	
198-200-17	X		X	
198-200-18	X		X	
198-200-19	X		X	
198-200-20	X		X	
198-200-21	X		X	
198-200-22	X		X	
198-200-23	X		X	
198-200-24	X		X	
198-200-25	X		X	
198-200-26	X		X	
198-200-27	X		X	
198-200-28	X		X	
198-200-29	X		X	
198-200-30	X		X	

APN #	Existing	Destroyed	None
198-200-07	X		
198-200-08	X		
198-200-09	X		
198-200-10	X		
198-200-11	X		
198-200-12	X		
198-200-13	X		
198-200-14	X		
198-200-15	X		
198-200-16	X		
198-200-17	X		
198-200-18	X		
198-200-19	X		
198-200-20	X		
198-200-21	X		
198-200-22	X		
198-200-23	X		
198-200-24	X		
198-200-25	X		
198-200-26	X		
198-200-27	X		
198-200-28	X		
198-200-29	X		
198-200-30	X		

**LEGEND:**

- Let Line
- Section Line
- Existing Road Right-of-Way
- Existing Railroad Right-of-Way
- Project Boundary
- Existing Septic System
- Existing Well
- E Project Area Currently Owned by UP
- f Project Area Currently Leased by UP
- Project Area Previously Scheduled for Amortization

APN #	Existing Buildings
198-200-07	6
198-200-08	6
198-200-09	6
198-200-10	2
198-200-11	5
198-200-12	5
198-200-13	4
198-200-14	4

**TransSystems**  
 805 Ave. K  
 Suite 102, California 94512  
 Phone: 916.452.5271  
 Fax: 916.452.5271

**UNION PACIFIC RAILROAD**

**USE PERMIT SUBMITTAL**  
 Office of Assistant Vice President  
 Engineering Design  
 Lathrop Intermodal Expansion - French Camp, CA  
 Oakland Subdivision MP 84.5 To MP 88.5  
 DRAWN BY: LJT  
 CHECKED BY: JIM  
 DATE: 06/29/2010  
 SHEET NUMBER: 6  
 DWG TITLE: Attachment 6 - Parcel Ownership Map (1 of 1)



# APPLICATION – USE PERMIT

SAN JOAQUIN COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

FILE NUMBER: UP-\_\_\_\_\_

**TO BE COMPLETED BY THE APPLICANT PRIOR TO FILING THE APPLICATION**

Owner Information	Applicant Information
Name: Union Pacific Railroad	Name: Union Pacific Railroad
Address: 1400 Douglas Street, Stop 1160 Omaha, NE 68179-8568	Address: 1400 Douglas Street, Stop 1160 Omaha, NE 68179-8568
Phone:	Phone:

**PROJECT DESCRIPTION**

**Proposal**

Description of the proposed project: See Attachment 1 (Project Description)

Business name (DBA): Lathrop Intermodal Facility

**Employees/Customers per Work Shift**

Shift/Hours	Days of the week	Employees (Number)	Customers per Shift	Vehicle Trips per Shift
	See Attachment 1, (Project Description)	Table 1		

**Materials/Equipment Used**

Describe equipment used in the project (include the number of automobiles and trucks): Well Cars, Hostler Tractors, Containers, Cranes, Packers, Pickup Trucks. See Attachment 1 for further details.

Describe materials produced, stored or used (all hazardous materials should be identified): See Attachment 1 and Hazardous Materials Management Plan/Inventory Certification Statement dated June 1, 2010, for the Union Pacific Railroad - Lathrop Intermodal Facility. The same materials currently utilized at the facility will be used in connection with expansion.

**PROPERTY AND VICINITY DESCRIPTION**

**Property Information**

Assessor Parcel Number(s)	Property Size	Number of Parcels	Project Size	Williamson Act Contract
See Attachment 6 (Parcel Ownership Map)				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Property Address:				

**Existing Land Uses**

On-Site Uses (Include Ag Crops): Agriculture - Row Crops / Cherry Orchard, Almond Orchard

Uses to the North: Agriculture

Uses to the East: Agriculture

Uses to the South: Agriculture

Uses to the West: UP rail tracks / Shape Army Depot





# APPLICATION – USE PERMIT

SAN JOAQUIN COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

FILE NUMBER: UP-\_\_\_\_\_

## BUILDINGS AND STRUCTURES

(This information may be shown on the Site Plan)

Structure Number *	Proposed Use **	Ground Floor Area	Highest Floor	Overall Height (in feet)
See Attachment 3 (Site Plan)				

\* The "structure number" should be used in identifying the structure on the Site Plan.  
 \*\* If there are two or more proposed uses in a building, make separate listings for each use. For residential projects, state the number of units in each structure.

## SITE IMPROVEMENTS AND SERVICES

### Off-Street Parking

Full-size Parking Spaces (Number)	Compact Parking Spaces (Number)	Handicap Parking Spaces (Number)	Covered Parking Spaces (Number)	Total Parking Spaces (Number)	Parking Lot Trees (Number)
See Attachment 3 (Site Plan)					

### Landscaping

Landscaping Area (Square Feet)	Percent of Project Area Landscaped	Street Trees (Type)	Street Trees (Number)	Method of Irrigation
See Attachment 3 (Site Plan)				

### Water

Public Water Proposed <input type="checkbox"/> Existing <input checked="" type="checkbox"/>	Service Provider	Annex-Formation Required	Distance to Public Water (Feet)
	City of Lathrop	No	Public main onsite
Private Water <input type="checkbox"/>	Existing Well <input type="checkbox"/>	New Well <input type="checkbox"/>	Well Replacement <input type="checkbox"/>

### Sewage Disposal

Public Sewage Disposal Proposed <input type="checkbox"/> Existing <input type="checkbox"/>	Service Provider	Annex-Formation Required	Distance to Public Sewer Facility
On-site Sewage Disposal <input checked="" type="checkbox"/>	Existing Septic System <input checked="" type="checkbox"/>	New Septic System <input checked="" type="checkbox"/>	Other <input type="checkbox"/>

### Storm Drainage

Public Storm Drainage Proposed <input checked="" type="checkbox"/> Existing <input checked="" type="checkbox"/>	Service Provider (if Public)	Annex-Formation Required	Terminal Drainage to:	Detention-Retention Ponds
	South San Joaquin Irrigation District	No	S. San Joaquin Irrigation District Canal	Yes
Private Storm Drainage <input checked="" type="checkbox"/>	On-site Retention Pond(s) <input checked="" type="checkbox"/>	Natural Drainage/No Change <input type="checkbox"/>	Other <input type="checkbox"/>	

### Electricity

Service Provider	Distance to Service
PG&E	

### Telephone Service

Service Provider	Distance to Service
UP / ATT	

### School Service

Service Provider	Distance to Elem School
N/A	

### Fire Protection Service

Service Provider	Distance to Fire Station
San Joaquin County	1/2 mile



# APPLICATION – USE PERMIT

SAN JOAQUIN COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

FILE NUMBER: UP- \_\_\_\_\_

Existing Roads				
Road/Street Name	R.O.W. Width	Pavement Width	Curb/Gutter	Sidewalks
East Roth road	60 - 72 feet	38.50 feet	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
			Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>Surface Transportation Assistance Act (STAA) trucks</b>				
Will STAA type trucks, over California Legal length, be used as part of the proposed operation?				
Yes <input checked="" type="checkbox"/> (if yes, the applicant must provide a letter requesting designation of the proposed facility as an STAA terminal.)				
No <input type="checkbox"/> Facility is an approved STAA terminal.				
<b>ENVIRONMENTAL INFORMATION</b> (USE ADDITIONAL PAPER, IF NECESSARY)				
<b>Water, Drainage and Flooding</b>				
Describe any areas subject to flooding (include flood depths and flood panel map number): Portions of the property designated as Flood Zone B and C as shown on Firm Map No. 0602990585 D dated April 2, 2002. Property is within 0.2 Pct. Annual Chance Flood Zone per FEMA. Property is not within SJAFCA.				
Describe the current depth of the ground water and depth to potable water: Well No. 01S06E24H002M (Easting - 653681; Northing - 4188798) (NAD27 near project site last recorded depth to groundwater of 12.6 feet below surface. Groundwater was observed at depths of 9.2 to 13.2 feet below ground surface per geotech report for original CUP.				
Describe any existing drainage courses or eroded areas on or near the project site (e.g. rivers, creeks, swales or drainage ditches): S. San Joaquin Irrigation District (SSJID) French Camp Outlet Canal to the west. SSJID drainage ditch on-site. See Attachment 3 (Site Plan) for details.				
<b>Land, Land Use and Biota</b>				
Describe the site's topography (e.g. land forms, slopes, etc.): Generally flat with elevation ranging from 15 to 25 feet above mean sea level per USGS Lathrop Quadrangle 7.5 Minute Series.				
Describe agricultural land that will be lost as a result of the project (type of crops, acres, quality of soil, etc.): Approximately 142 acres of agricultural land will be lost. The soil is considered prime soil (per previous CUP). This use will not adversely impact surrounding agricultural operations and will be compatible with same.				
Describe any wildlife habitat on-site and species that are or may be present: None known, except as identified in previous CUP. No unique wildlife habitat was identified on the project site subject to Major Subdivision Approval SU-92-5. See previous CUP.				
Describe any vegetation on-site by type and extent: Row Crops / Cherry Orchard / Almond Orchard				
<b>Air Quality</b>				
Describe air pollutants that may result from the project (e.g. construction related dust, vehicle trips per day, fire places, incinerators, etc.):				
See Air Quality Section in Attachment 1.				



# APPLICATION – USE PERMIT

SAN JOAQUIN COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

FILE NUMBER: UP- \_\_\_\_\_

**Other**

Describe any items of historical or archaeological interest on-site (e.g. cemeteries or structures): None known.

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Describe any on-site or off-site sources of noise or vibration (e.g. freeway noise, heavy equipment, etc.):

Trailer/container cars will be sorted on-site. These must be coupled gently or damage will occur. The operation entails trains, trucks and rail cars entering/leaving the facility and cargo handling.

Describe any on-site or off-site sources of light or glare (e.g. parking lot lighting, or reflective materials used):

On-site parking lighting. High mast light tower with direct on-site rays directed toward ramp.

Describe any on-site or off-site source of odor (e.g. agricultural wastes):

None known on site. Because of the large size of the project and duration of prevailing breezes the employees should not be affected by dust and spraying by surrounding agricultural operations. (per previous CUP).

Describe any displacement of people that will be caused by the project (e.g. numbers of people, housing units): None.

## AUTHORIZATION SIGNATURES

**ONLY THE OWNER OF THE PROPERTY OR AN AUTHORIZED AGENT MAY FILE AN APPLICATION.**

I, the Owner/Agent agree, to defend, indemnify, and hold harmless the County and its agents, officers and employees from any claim, action or proceeding against the County arising from the Owner/Agent's project.

I, further, certify under penalty of perjury that I am (check one):

- Legal property owner (owner includes partner, trustee, trustor, or corporate officer) of the property(s) involved in this application, or
- Legal agent (attach proof of the owner's consent to the application of the property's involved in this application and have been authorized to file on their behalf., and that the foregoing application statements are true and correct.

Print Name: <u>BARRY D MICHAELS</u>	Signature: <u>[Handwritten Signature]</u>	Date: <u>6-7-2012</u>
Print Name: _____	Signature: _____	Date: _____
Print Name: _____	Signature: _____	Date: _____
Print Name: _____	Signature: _____	Date: _____
Print Name: _____	Signature: _____	Date: _____

**TAF 1 - EXISTING AND PROPOSED SITE CONDITIONS**

	Existing	Phase I Additions	Phase II Additions	Total
Lift Capacity	270,000	130,000	330,000	730,000
Passenger Vehicle Trips Per Day <sup>5,6</sup>	67	23	47	137
Daily Avg. Truck Trips <sup>5,6,7</sup>	954	308	924	2186
Max. Daily Avg. Truck Trips (Monday) <sup>6,7</sup>	1056	352	1177	2585
Min. Daily Avg. Truck Trip (Friday) <sup>6,7</sup>	857	295	843	1995
Developed Facility Size	134.5 ac	142.5 ac	0 ac	277 ac
Working Tracks	14,645 TF	8,145 TF	13,760 TF	36,550 TF
Support Tracks	0	24,041TF	15,276TF	40,665 TF
Engine Ready Track	0	1,906 TF	0	1,906 TF
Employees	46	13	24	83
Employee Parking Spaces	57	127	46	173 <sup>1</sup>
Buildings	8,150 SF	24,042 SF	0 SF	24,042 SF
Gate Operations	9 manual gates	10 automatic gates	0	10 <sup>1</sup> automatic gates
Pavement	86 ac	52 ac	132 ac	270 ac
Container Bays	1,800	222	1,948	3,970 <sup>1,2</sup>
Crane Service Pads	1	2	2	4 <sup>1</sup>
Septic System	1	1	0	1 <sup>1</sup>
Public Water Connection	2	0	0	2
Public Sewer Connection	0	1 <sup>3</sup>	0	1 <sup>3</sup>
Wastewater Evaporation Ponds	3	2 <sup>3</sup>	0	2 <sup>1,3</sup>
Detention/Retention Basins	4	4	0	7 <sup>1</sup>
Roth Road Access Points	1	1	0	1 <sup>2</sup>
Lathrop Road Access Points	0	1	0	1 <sup>4</sup>
Hostlers	16	4	5	25
Packers	2	0	0	2
Switching Locomotives	3	1	0	4
Yard Vehicles	6	4	0	10
Maintenance Vehicles	3	3	3	3
Gantry Cranes	5	0	1	6

<sup>1</sup>Indicates that one or more of the existing item will be removed as part of the expansion.

<sup>2</sup>Indicates that one or more of the existing item will be relocated as part of the expansion.

<sup>3</sup>Item may or may not be constructed based on EIR findings and/or design considerations.

<sup>4</sup>The proposed Lathrop Road access point will be used only Union Pacific Employees only.

<sup>5</sup>Numbers represent average weekday round-trips. Weekend traffic is 5% - 10% of weekday traffic.

<sup>6</sup> Traffic numbers shown are not realized directly after each phase is complete, but will increase gradually over time as the number of actual lifts increases. See Traffic section under Proposed Facilities on Page 4.

<sup>7</sup> Numbers include bobtail trips, i.e. not all round trips are trucks pulling a trailer.

## ENCLOSURE IV



### **SAN JOAQUIN COUNTY COMMUNITY DEVELOPMENT DEPARTMENT**

1810 E. HAZELTON AVE., STOCKTON, CA 95205-6232  
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  
1810 East Hazelton Avenue  
Stockton, CA 95205  
**Telephone No.:** 209-468-8477  
**FAX No.:** 209-468-3163  
**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**

Department of Conservation  
Department of Fish and Game  
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  
AT&T  
O.E.S.  
Lathrop Manteca Fire District  
City of Lathrop Community Development Department  
City of Lathrop Public Works Department  
City of Manteca Public Works Department  
City of Manteca Community Development Department  
Stockton Metro Airport  
Kathy Perez  
Sierra Club  
Precissi Flying Service  
Farm Bureau

**Others**

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