Chapter 1
Introduction

1.1 Final EIS/EIR Organization

This chapter presents background and introductory information for the proposed Project, Berths 226-236 [Everport] Container Terminal Improvements Project, located on Terminal Island within the Port of Los Angeles (Port). Additionally, this chapter discusses general changes and modifications made to the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which are mostly editorial in nature. Chapter 2, "Responses to Comments," presents information regarding the distribution of and comments on the Draft EIS/EIR, and the responses to these comments. Chapter 3, "Modifications to the Draft EIS/EIR," presents the modifications to the Draft EIS/EIR.

This Final EIS/EIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 United States Code [USC] 4341 et seq.), and in conformance with the Council for Environmental Quality (CEQ) Guidelines and the United States Army Corps of Engineers (USACE) NEPA Implementing Regulations. The document also fulfills the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] 15000 et seq.). The USACE is the NEPA lead agency for this proposed Project and the Los Angeles Harbor Department (LAHD) is the CEQA lead agency.

1.2 Existing Conditions

1.2.1 Regional Context

The Port Complex, which includes the Port of Los Angeles and the Port of Long Beach, is located in the San Pedro Bay, which is approximately 20 miles south of downtown Los Angeles and serves as one of the nation's primary gateways for international trade (and the primary gateway for Asian-based trading partners). International trade is a key economic engine for the region and the country. The Port Complex serves as a vital link in the goods movement chain delivering goods for local markets as well as those shipped by truck and rail throughout the country. Approximately half of the cargo coming through the Ports is delivered by truck to the regional market, which is an area roughly 500 to 700 miles from the Port Complex. The local freeways that directly serve the Port Complex are Interstate (I) 110, I-710, State Route (SR) 47, and SR-103. The Alameda Corridor is the primary rail line between the Port and downtown Los Angeles railyards (Union Pacific [UP] East LA Yard and Burlington Northern Santa Fe [BNSF] Hobart Yard). Other rail lines extend from the downtown area north and east.

1.2.2 Project Setting

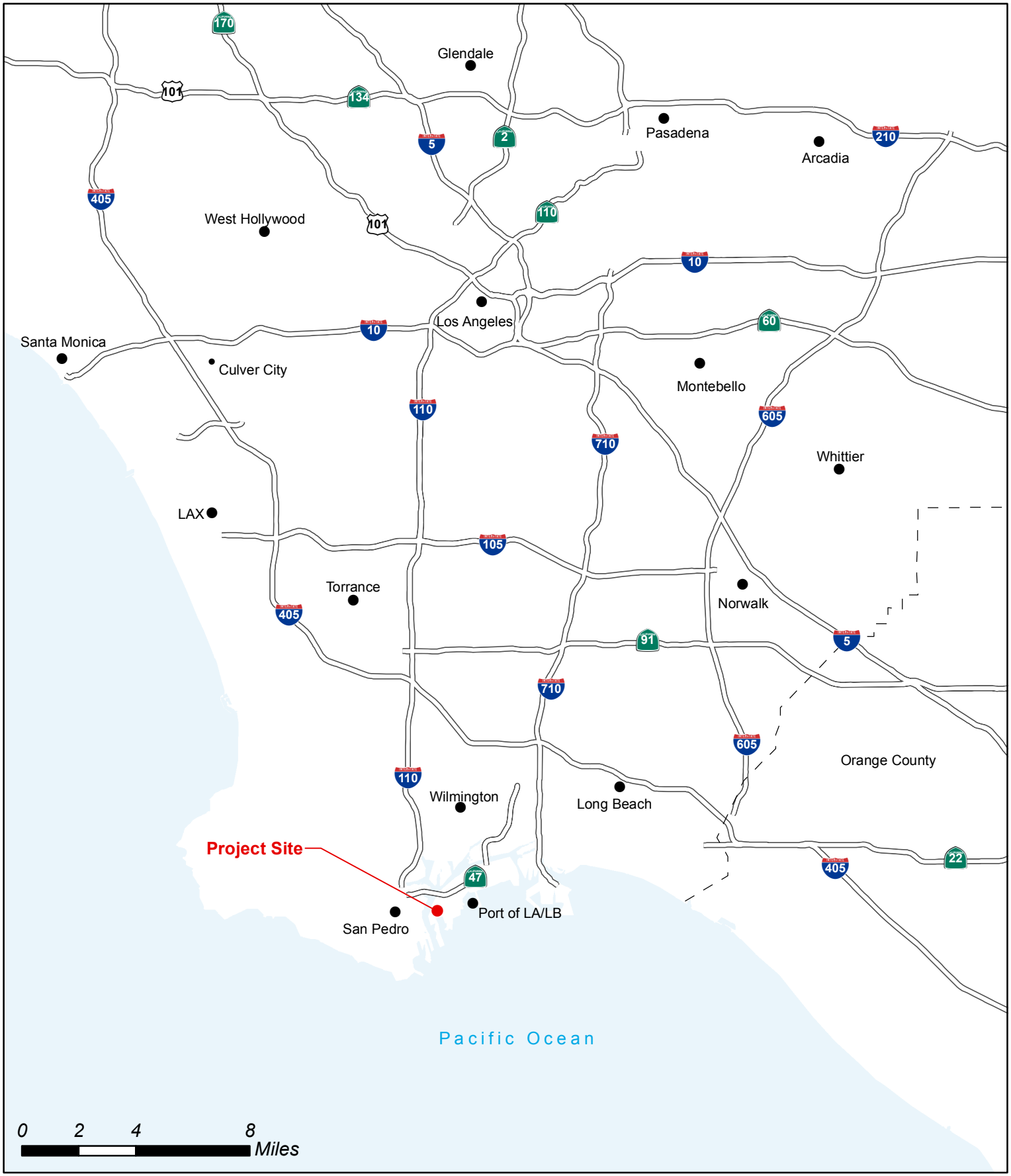
The Port consists of 7,500 acres and 43 miles of waterfront and is designed for movement of international goods and services. The Port is administered by LAHD under the California Tidelands Trust Act of 1911. LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a property owner by leasing Port properties to more than 300 tenants. With 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities, the Port handled about 176.5 million metric revenue tons of cargo in fiscal year 2013/2014 (July 2013–June 2014) (POLA, 2015). Of the 23 major cargo terminals, nine are container terminals and include 86 container cranes. In addition to cargo business operations, the Port is home to commercial fishing vessels, a shipyard, a boat repair facility, and recreational, community, and educational facilities.

1.2.3 Project Site and Surrounding Uses

The Project site is located at 389 Terminal Way on Terminal Island in the Port of Los Angeles within the Port of Los Angeles Community Plan area of the City, and within the County of Los Angeles, California. The Project site is near the communities of San Pedro and Wilmington and is approximately 20 miles from downtown Los Angeles (Figure 1-1). The site is generally bounded on the west and northwest by the Main Channel; to the north by State Route 47 and the Yusen Terminals, Inc. (YTI) Container Terminal at Berths 212-224; to the east by Los Angeles Export Terminal (LAXT), PBF (formerly ExxonMobil) Inland Tanks facility, and U.S. Customs House; and to the south by the PBF Energy (formerly ExxonMobil) liquid bulk terminal at Berths 238-240, Cannery Street, TriMarine Seafood and both vacant and developed land south of Cannery Street (Figure 1-2). Land uses in the vicinity of the Project site support a variety of cargo handling operations (including container, liquid bulk, dry bulk) commercial fishing, seafood processing, maritime support, and ship repair.

The existing 205-acre container terminal at the Project site (Berths 226-236) is operated by Everport Terminal Services Inc. (ETS) (a wholly owned subsidiary of Evergreen Marine Corporation). ETS is the permit holder under a lease agreement (Permit No. 888, as amended and hereafter referred to as 'the lease') between LAHD and ETS. The main terminal under the current lease agreement totals approximately 180 acres that includes approximately 20.5 acres associated with the existing on-dock railyard behind the YTI Container Terminal, known as the TICTF, which is shared between the YTI and Everport terminals. In addition to the 180 acres under lease, ETS has an existing space assignment for 25 acres of backland area behind Berths 232-236.

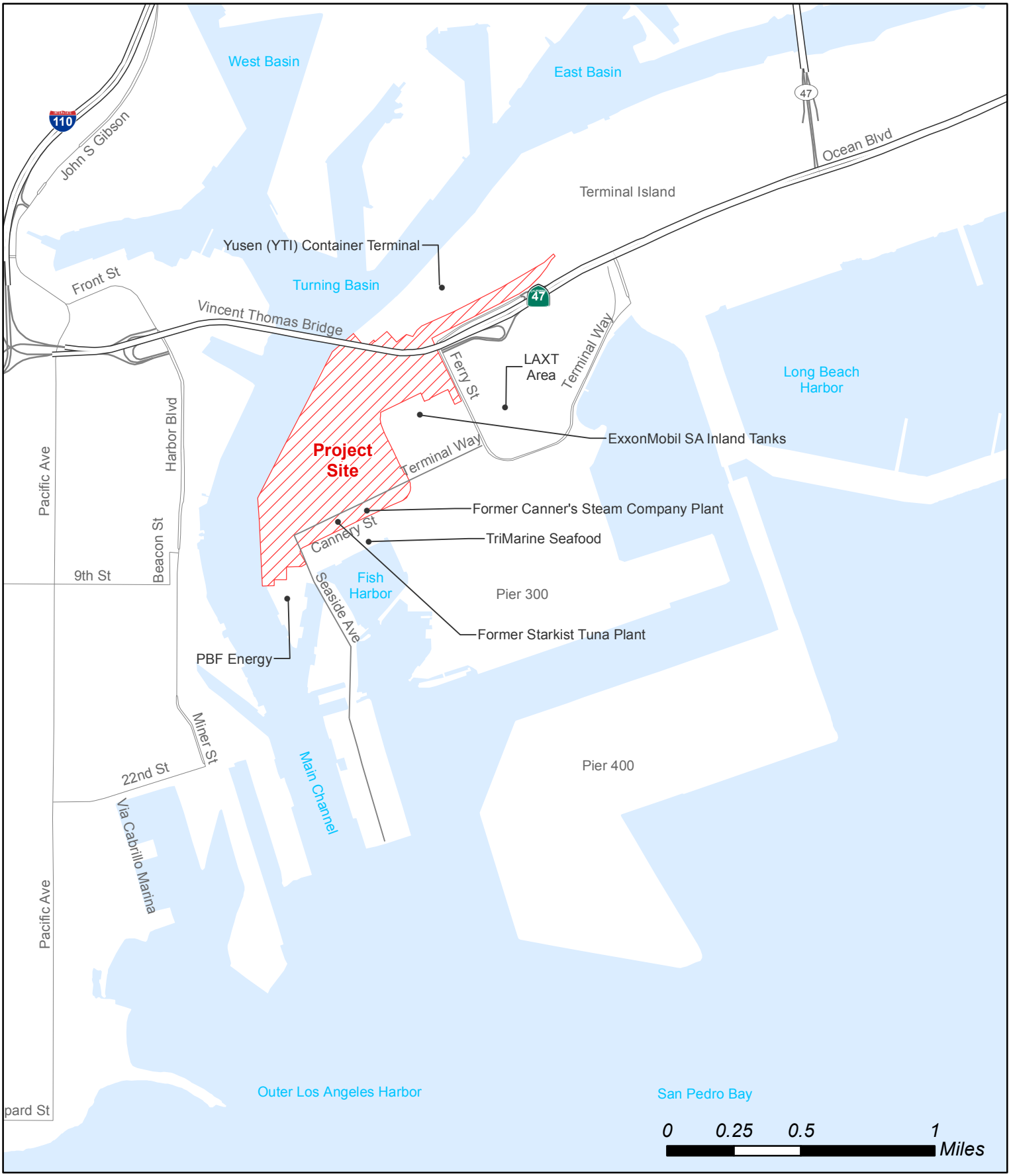
The proposed Project would increase the existing terminal size from 205 acres to approximately 229 acres by incorporating into ETS's lease an additional 23.5 acres (consisting of a 1.5-acre parcel and a 22-acre parcel). The 1.5-acre parcel (located adjacent to the 25-acre space assignment and PBF tank facility) that is being proposed for development as backlands is vacant and adjacent to the existing terminal, but separated by a chain-link fence. The 22-acre area proposed for development as backlands and the relocation of the main gate (located immediately south of the existing terminal boundary) is currently developed with various structures (including, but not limited to, buildings associated with the former StarKist Tuna Plant, the former Canner's Steam Company Plant, and an electrical substation), vacant parcels, and portions of Terminal Way, Barracuda Street, Tuna Street, and Ways Street. The development of the



Source: U.S. Census Bureau, Geography Division, 2010

Figure 1-1
Regional Location Map

Berths 226-236 [Everport] Container Terminal Improvements Project



Source: U.S. Census Bureau, Geography Division, 2010

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Figure 1-2
Project Vicinity Map

Berths 226-236 [Everport] Container Terminal Improvements Project

22 acres would require closure (vacation) of streets within that portion of the Project site and demolition of the existing buildings. The electrical substation will remain.

1.2.4 Historic Use of the Project Site

In 1914, the Port of Los Angeles began dredging what would become Fish Harbor, a specialized area for fish processing and canning at Terminal Island. It was operational by 1915, and most of the Port's canneries moved to the new harbor, making tuna fishing and processing the most prominent activity on that part of the island. By the 1920s, 11 canneries operated from the Port, served by a large fleet of fishing vessels and employing 1,800 cannery workers and 4,800 fishermen. The workforce was diverse and included a large number of Japanese and Japanese Americans, many of whom lived on the island just north of Fish Harbor where they formed a distinct dialect and culture unique to the Port. A small but vigorous commercial core emerged on Tuna and Cannery Streets, and by the 1920s the block of Tuna Street between Cannery and Fish Harbor was lined with restaurants, barber shops, pool halls, markets, clothing stores, hardware stores, and grocery and dry goods stores.

Fish Harbor continued to expand through the 1930s and by 1940 the Japanese American population had grown to 3,000. Following the bombing at Pearl Harbor however, the Port's Japanese Americans were forcibly removed from their homes on Terminal Island and taken to internment camps. The Navy bulldozed their homes and most of the businesses, leaving nothing to return to at the war's end. After World War II, fish canneries expanded their operations throughout Fish Harbor, particularly French Sardine Company, which constructed new facilities on Tuna Street and the east side of Fish Harbor. Across Terminal Island, the Port of Los Angeles expanded into the now-vacant land that had once contained hundreds of Japanese and Japanese-American residences, significantly changing the function and character of the area. The once-bustling commercial district along Tuna Street now primarily housed canneries and other fishing-related businesses.

This growth was short-lived however, and by the 1960s many of the larger canning operations (i.e., Van Camp and StarKist) began establishing other, more cost-effective, canneries overseas. By 1975, most of the Port's canneries had been bought by multinational corporations, and by the mid-1980s many of their operations had moved out of Los Angeles. The last plant, Chicken of the Sea, closed in 2001. Since that time, many of the buildings associated with the once-vibrant fishing industry at Fish Harbor have been demolished or abandoned.

The Everport Container Terminal gradually developed through infill between 1971 and 1988. Prior to this, it was used for shipping, but had slips for shipping boats with adjacent warehouse buildings (no longer extant).

The 1.5-acre area was part of the former ExxonMobil oil terminal, which was initially constructed in 1925. Historic photos indicate the 1.5-acre parcel housed oil tanks beginning in 1925 until they were demolished sometime between 1979 and 1987. The lot has been vacant since this time.

1.2.5 Existing Terminal Facilities and Operations

1.2.5.1 Terminal Facilities

The 205-acre Everport Container Terminal consists of a cargo ship loading/unloading area, a large container handling and storage yard, and container terminal buildings and areas. In addition, the Everport Container Terminal shares an on-dock rail facility (the TICTF) with the YTI Container Terminal (Figure 1-3). The Everport Container Terminal is fully paved (i.e., there are no pervious areas). There are eight existing A-frame over-water gantry (wharf) cranes located at the Everport Container Terminal. The existing eight wharf cranes consist of three smaller 100-gauge Bardella cranes and five larger 100-gauge cranes manufactured by ZPMC. The three smaller wharf cranes are located along the southern portions of the existing wharves, and the five larger wharf cranes are located along the northern portion of the wharves.

Alternative Maritime Power (AMP), which is the technique of utilizing shoreside electrical power from the City of Los Angeles Department of Water and Power's power grid to operate the container ships when they are berthed at an appropriately equipped wharf, has been installed and is currently in use at Berth 227 (two existing AMP vaults) and Berth 230 (one existing AMP vault). AMP is used to help the Port meet California Air Resources Board (CARB) regulations for existing and future operations.

The TICTF, which opened in 1997, currently serves the Everport Container Terminal as well as the YTI Container Terminal in the Project area. The TICTF features eight rail tracks, each approximately 2,300 feet long. The Everport Container Terminal currently operates the four southernmost rail tracks within the TICTF on-dock railyard (the YTI Container Terminal operates the four northernmost rail tracks within TICTF). Figure 1-3 shows the existing TICTF on-dock railyard associated with the Everport Container Terminal.

1.2.5.2 Terminal Operations

The existing Everport Container Terminal uses traditional cargo handling methods, as compared to automated methods, to service containerized cargo. Once containers have been off-loaded from a ship or received through the gates on trucks and trains, the containers are stored and moved around the backlands area of the terminal using diesel-powered cargo-handling equipment including diesel powered rubber-tire gantry cranes (RTGs) and/or diesel-powered top handlers and yard tractors. Through the use of this cargo handling equipment, containers are stored by either stacking containers on top of each other, up to five containers high with the bottom container placed directly on the ground, or with a container stored directly on a chassis (trailer). All of the unloading/loading equipment used in the backland operations is performed and operated by workers. Outbound containers are transported by both truck and rail. Containers may be forwarded to peel-off yards upon being off-loaded from a ship, where they would subsequently be transported by truck and rail.

Aerial Source: County of Los Angeles, 2012

Figure 1-3
Project Site Map

Existing Throughput and Vessel Calls

In 2013, the Everport Container Terminal moved 1.24 million TEUs and had 166 vessel calls. The majority of vessels calling at the terminal were 2,000- and 6,000-TEU-capacity vessels. No vessels over 8,000-TEU-capacity called on the Everport Container Terminal in 2013, as the existing depth of berths limits the vessel sizes to 8,000 TEUs. The terminal handled a maximum of two vessel calls in a peak day. With existing infrastructure, maximum throughput capacity at the Everport Container Terminal is approximately 1,818,000 TEUs annually.

Ship Operations

Currently the terminal can berth up to three smaller vessels along the two operating berths. However, the occasions when three ships are berthed simultaneously are rare, and the terminal primarily handles up to two vessels at a time. To accommodate berthing, tugboat operations are required. For the Everport Container Terminal, two tugs generally are required during docking and undocking, for a total of four tugs per vessel call. In the case of the 2,000-TEU class vessels, one tug is required each for ship docking and undocking, for a total of two tugs per call.

Transportation Modes

Currently, about 24.8 percent of Port-wide cargo throughput passes through on-dock rail facilities, 10.5 percent through off-dock rail facilities, and the remaining 64.7 percent via truck to the local and regional markets, including transload facilities. However, the mode split (percent of containers that are conveyed by different transportation modes such as rail or truck) at individual terminals varies. Mode splits differ from terminal to terminal on the basis of the existence and capacity of a terminal's on-dock rail facility, as well as the demands of shipping lines, which are sensitive to the receiving market. Further, the percentage of cargo from a terminal that can be transported via an on-dock railyard is limited because on-dock railyards assemble trains that are destined for a single destination, and only a limited number of containers handled by a terminal have a common rail destination. In 2013, mode splits at the terminal were 18.6 percent through the TICTF, 4.3 percent through off-dock rail facilities, and 77.1 percent by truck to local and regional markets, including transload facilities.

Truck Operations

The Everport Container Terminal's 2013 throughput required a total of 1,112,735 annual one-way truck trips, with 4,505 daily one-way truck trips in the peak month. Those trips included cargo hauled entirely by truck (principally within Southern California, with some trips to and from northern California, Arizona, Nevada, and Utah) and intermodal cargo bound for, or coming from, locations farther east. Of the approximately 956,755 TEUs transported by trucks, approximately 53,791 TEUs were intermodal cargo trucked between the terminal and off-dock railyards.

Rail Operations

The Everport Container Terminal's 2013 throughput required an annual average of 1.6 trains per day, and an average of 1.8 trains per day during the peak month. The portion of the TICTF on-dock railyard that serves the Everport Container Terminal handled 230,227 TEUs (124,674 TEU imports and 105,553 TEU exports) in 2013. Containers are hauled by yard tractors between the vessel berths and the on-dock railyard. In addition to the throughput handled by TICTF, off dock yards handled 53,791 TEUs. At the railyard,

containers are lifted on and off railcars by top handlers. Both inbound and outbound trains carry an average of the equivalent of 270 40-foot containers; however, the maximum number of containers a train can handle is based on weight considerations. Trains usually carry a mix of 20- and 40-foot containers.

Rail operations at the TICTF involve a number of entities. As the terminal operator, ETS moves containers to and from the on-dock facility. Containers are off-loaded and loaded directly from and onto train components known as wells, with each well capable of carrying two 40-foot containers stacked (i.e., equivalent to four TEU's). Five wells make up a railcar, and each railcar is then coupled with other railcars traveling to the same destination. The coupled railcars are called a unit train. Unit trains vary in length between 21 and 28 railcars (105 and 140 wells). The average on-dock train length at the Everport Container Terminal is 25 railcars (125 wells), or 7,500 feet. These unit trains are usually built by Pacific Harbor Line (PHL). PHL is a third-party, independent rail company that provides rail transportation, yard switching, maintenance, and dispatching services to the Port Complex.

PHL manages all rail dispatching and switching functions at the on-dock railyards within the Port Complex, including:

- scheduling and overseeing all train movements;
- organizing railroad cars carrying containers of imported goods and switching them onto various tracks to form unit trains;
- breaking down unit trains arriving at the ports, switching railroad cars onto various tracks and distributing them to nine marine terminals where containers are loaded onto ships for export;
- maintaining 60 miles of railroad tracks within the Port Complex; and
- breaking and storing railroad cars awaiting dispatch.

The Port is served by two Class 1 railroads, BNSF and UP, often referred to as the "main line" or "line-haul" rail companies. After PHL has built a unit train, BNSF or UP will hook up their line-haul locomotive(s) to the train and pull the train out of the on-dock railyard on to the main-line tracks to the eventual destination. PHL locomotives will occasionally pull portions of a unit train out of the on-dock facility to the near dock ICTF. A loaded double-stack train is typically pulled by three or four line-haul locomotives although it would be hauled by two or three smaller locomotives if PHL pulls the train.

PHL contracts with LAHD and the Port of Long Beach to operate the centralized traffic control (signaling) system. Agreements with BNSF and UP for international cargo are usually handled by the shipping lines. Many shipping lines have a contract with both BNSF and UP.

Cargo Handling Equipment

The existing fleet of cargo-handling equipment used at the Everport Container Terminal is as follows:

- 11 forklifts;
- 14 RTG cranes;
- 18 top handlers;

- 6 side picks; and
- 123 yard tractors.

Cargo-handling equipment have useful operating lives, which correspond to the period during which continued operation - with routine maintenance and periodic retrofits - is still cost-effective. At the expiration of useful operating lives or sooner if required by CARB, cargo-handling equipment would be replaced or modified to meet any newly adopted CARB standards.

Terminal Operating Hours

Currently, Everport Container Terminal operations occur six to seven days per week, and approximately 305 days per year, in two shifts per day (7:00 AM to 6:00 PM, and 6:00 PM to 3:00 AM). The Everport Container Terminal employs approximately 145 union labor employees per day on a typical day, and up to approximately 245 union labor employees under peak conditions.

1.3 Project Purpose

The LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601) and the California Coastal Act (PRC Division 20 Section 30700 *et seq*.), which identify the Port and its facilities as a primary economic and coastal resource of the State of California and an essential element of the national maritime industry for the promotion of commerce, navigation, fisheries, and Harbor operations. Activities should be water dependent and the LAHD must give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce. The LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a landlord by leasing Port properties to more than 300 tenants.

1.3.1 CEQA Project Objectives

The underlying fundamental purpose and Project objective is to optimize the container-handling efficiency and capacity of the Port to accommodate the projected fleet mix of larger container vessels (up to 16,000 TEUs) that are anticipated to call at the Everport Container Terminal (i.e., Project site) through 2038. The fundamental purpose, in turn, gives rise to the following additional project objectives:

- Optimize the use of existing land at the Everport Container Terminal and associated waterways in a manner that is consistent with the LAHD's public trust obligations;
- Provide sufficient depth along Berths 226-229 and Berths 230-232 to ensure the terminal's ability to accommodate up to 16,000 TEU vessels anticipated to call at the terminal;
- Provide new cranes and raise existing cranes to efficiently service the larger container ships anticipated to call at the terminal;
- Improve the container terminal and container handling facilities to accommodate more efficient loading/unloading of the larger and increased number of ships anticipated to call at the terminal;
- Improve the container terminal backland capacity;

- Maximize container land use and operations at the Everport Container Terminal consistent with the Port Master Plan; and
- Promote the long-term development and growth of the Port.

1.3.2 NEPA Purpose and Need

The purpose of the proposed Project is to optimize marine shipping and commerce by upgrading the Everport Container Terminal's infrastructure in, over, and under water and increasing and improving terminal backlands to accommodate the projected throughput and fleet mix of larger container ships (up to 16,000 TEUs) that are anticipated to call at the terminal through 2038.

The proposed Project is needed for several reasons; however, it is primarily related to an increase in the size of vessels that will be entering the fleet mix throughout the life of the proposed Project. Forecasts show that vessel fleets calling at the Port of Los Angeles and the Everport Container Terminal would include larger vessels (up to 16,000 TEUs), and there is a need to improve Port facilities to accommodate larger vessels. The existing berths that serve the Everport Container Terminal are not deep enough to accommodate the projected fleet mix through 2038 (the existing berths can only accommodate up to 8,000 TEU vessels). These berths would be upgraded (deepened) as part of the proposed Project. In addition to existing berth depth restrictions, additional cranes are needed to efficiently load and unload the larger container ships. Finally, additional container yard backlands are needed to accommodate future operations and the projected Port-wide throughput.

1.3.3 Federal Scope of Analysis

In general, the scope of federal review for evaluating the potential impacts of a proposed project is focused on those aspects of the project that affect federal agency jurisdiction. USACE has jurisdiction over activities affecting navigable waters and other waters of the U.S., as well as transport of dredged material for the purpose of ocean disposal.

Under federal law, "the District Engineer should establish the scope of the NEPA document to address the impacts of the specific activity requiring the DA permit and those portions of the entire project over which the District Engineer has sufficient control and responsibility to warrant Federal review" (33 CFR Part 325, Appendix B).

USACE regulations identify four factors to be considered in determining "sufficient federal control and responsibility," which include:

1. whether or not the regulated activity represents merely a link in a corridor-type project;
2. whether there are aspects of the upland facility in the immediate vicinity of the regulated activity that affect the location and configuration of the regulated activity;
3. the extent to which the entire project would be within USACE jurisdiction; and
4. the extent of cumulative federal control and responsibility.

With respect to the first factor, the proposed Project is a container terminal improvement project, which consists of dredging, wharf improvements, addition of overwater cranes,

disposal of dredge material, including potential transport of dredged material for the purpose of ocean disposal, expansion of backlands, and closure of local street sections and rerouting of local traffic. Thus, the regulated activities (dredging, wharf improvements, overwater cranes and potential ocean disposal of dredged material) do not represent "merely a link" in a corridor-type project, such as a highway or a utility line crossing.

Considering the second factor, because the Everport Container Terminal is an existing terminal in the Port, there is a physical connection between the upland areas of the container terminal (the backlands and its portion of the TICTF railyard) and the adjacent wharves and associated cranes in and over waters of the U.S. that support the Everport Container Terminal's operations. While this factor might suggest expanding the scope of analysis to include the upland container yard/backlands, the existing Everport Container Terminal is a fully functioning container terminal that has been operating at this location for many years, and, as such, many of the upland/backland impacts that would or could occur at the site under the proposed Project represent non-jurisdictional activities or operations and the resultant impacts could occur regardless of whether activities regulated by the USACE, as proposed, are authorized. Therefore, the backlands are not considered to be within the Federal Scope of Analysis.

In evaluating the third factor, the extent of waters of the U.S. that would be affected by the proposed Project represents a relatively small portion of the approximately 229-acre Project area. The proposed dredging at Berths 226–229 would impact up to approximately 105,000 square feet (2.4 acres) and the dredging at Berths 230–232 would impact approximately 105,000 square feet (2.4 acres) of navigable waters of the U.S. The proposed wharf improvements (new king piles and sheet piles) would take place immediately adjacent to the existing wharf structure and could require access from navigable waters. The five new overwater cranes would be installed on existing crane rails and no direct impact to navigable waters of the U.S. would occur as a result; however, the proposed overwater cranes could affect navigable capacity in the Main Channel by increasing the number or cranes that extend over navigable waters. Based on the above, the USACE's has determined that the extent of the proposed Project within its jurisdiction is based on the area of navigable water potentially affected by the proposed Project (approximately 5.28 acres) and the upland area within 100 feet of the water's edge (wharf pier head line), the area on which the overwater cranes would be installed.

For the fourth factor, other than the requirement to obtain a Department of the Army (DA) permit, there is no other federal involvement on this site that would warrant broadening the federal scope of analysis, such as use, transfer, or sale of federal property; federal funding including cost sharing, guarantee, or financial assistance; or impacts to federally listed historic resources, threatened or endangered species, designated critical habitat, or other federally recognized natural resources. There is also no other federal agency that controls the environmental effects of land development on the upland portions of the Project area, and state and local regulations would control the design of the proposed Project. Further, the federal and non-federal portions of the proposed Project could take place independently of each other.

Based on USACE regulations, including the four factors evaluated above, the appropriate scope of analysis for the federal action consists of permanent and temporary, direct and indirect impacts to waters of the U.S. associated with dredging, dredged material disposal, installation of subsurface king piles and sheet piles, wharf improvements,

raising the heights of up to five of the existing overwater gantry cranes, five new overwater gantry cranes, and construction-related activities in uplands within 100 feet of the water's edge and which are directly traceable to the proposed in/over/under water work and structures. As such, the USACE has determined that construction activities which would take place within 100 feet of the water's edge and are required to complete work and structures in waters of the U.S. (e.g., electrical infrastructure and the travel zone for the new cranes along the existing crane rails) are included in the USACE's scope of analysis and under the USACE's federal control and responsibility.

Based on potential significant indirect and cumulative impacts that are directly traceable to jurisdictional work and structures in navigable waters of the U.S., which are associated with the proposed Project, the USACE is preparing an EIS for the proposed Project and its alternatives. While operational impacts in the uplands would occur outside the jurisdiction and permit authority of USACE, NEPA requires USACE to disclose potentially significant direct, indirect, and cumulative impacts occurring as a result of a proposed federal action. As such, the NEPA analysis herein evaluates construction and operational impacts that would occur within and outside jurisdictional areas of the terminal. Significance of the proposed Project or alternative under NEPA is defined by comparing the impacts of the proposed Project or alternative to the NEPA baseline (i.e., the Project increment). This represents the incremental difference between implementation of the proposed Project or alternative and the future conditions that are likely to occur without federal action, in this case, the issuance of the DA permit. However, the USACE permit decision, mitigation measures and special conditions would focus on direct impacts to the aquatic environment.

1.4 Proposed Project

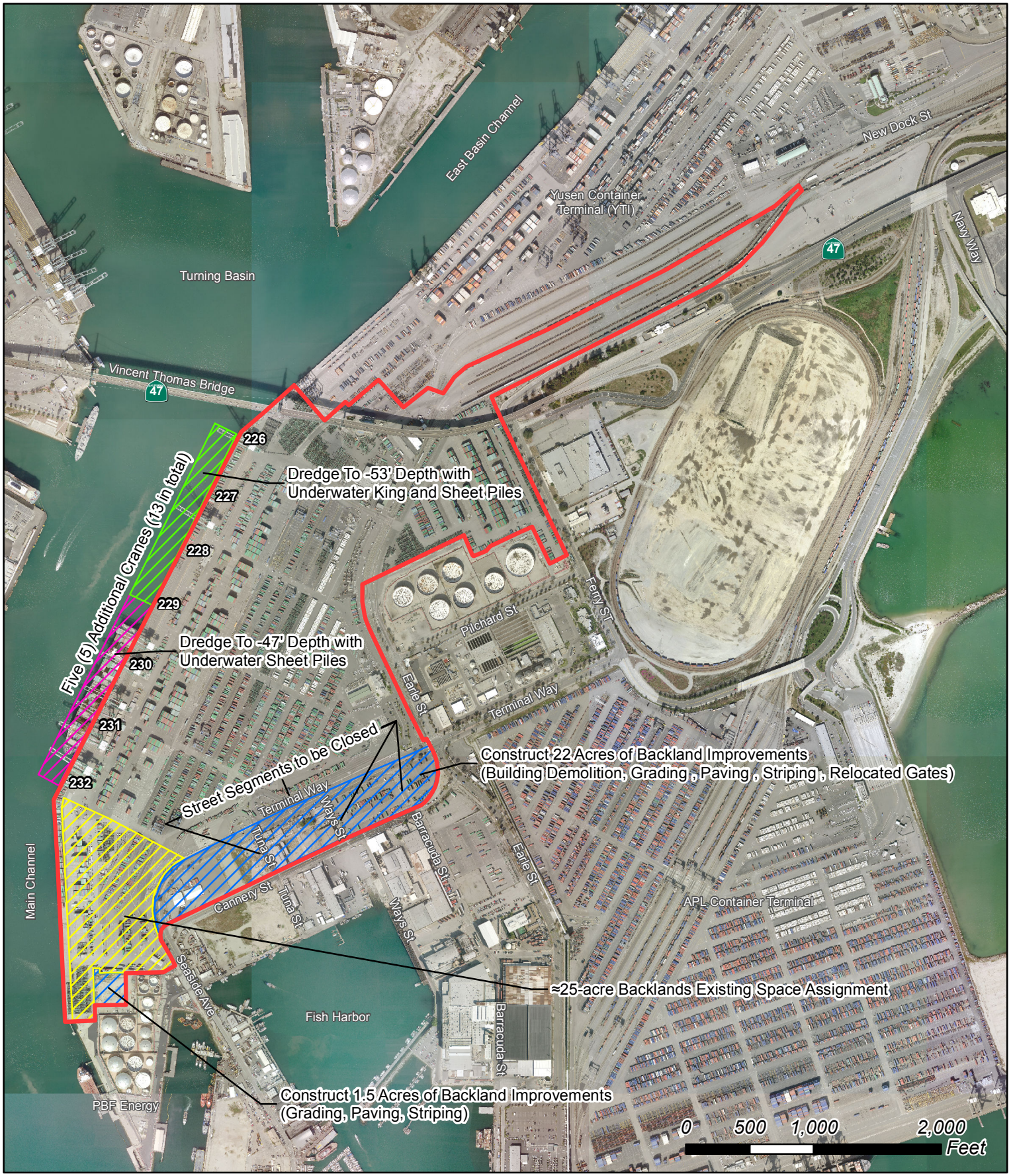
This section describes the proposed improvements to the Everport Container Terminal, the anticipated construction phasing, and the anticipated terminal operations once the improvements are completed. Figure 1-4 shows the Project site improvements.

1.4.1 Proposed Project Elements

1.4.1.1 Overview

The proposed Project would be constructed in one phase over approximately 24-months and the earliest it could begin would be in 2018. Construction would be performed in a manner that maintains ongoing terminal operations. Under the proposed lease amendment, operation of the proposed Project would continue until 2038. Below is a summary of the improvements that would occur at the terminal, with more detailed descriptions following.

The proposed Project includes improvements to and expansion of the existing Everport Container Terminal currently in operation at Berths 226-236 on Terminal Island in the Port of Los Angeles. This EIS/EIR evaluates the potential impact of the construction and operation of the proposed Project and the Project alternatives. The proposed Project includes:



Aerial Source: County of Los Angeles, 2012

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Figure 1-4
Proposed Project

Berths 226-236 [Everport] Container Terminal Improvements Project

- Dredging (including installation of king piles and approximately 1,400 linear feet of sheet piling to stabilize the wharf) at Berths 226-229 to a design depth of -53 feet mean low low water (MLLW) plus two feet of overdepth tolerance (for a total depth of -55 feet MLLW) to accommodate larger ships (the existing design depth is -45 feet MLLW);
- Dredging (including installation of approximately 1,400 linear feet of sheet piling to stabilize the wharf) at Berths 230-232 to a design depth of -47 feet MLLW plus two feet of overdepth tolerance (for a total depth of -49 feet MLLW) to accommodate larger ships (the existing design depth is -45 feet MLLW);
- Disposal of approximately 38,000 cubic yards of dredged materials (30,000 cubic yards from Berths 226-229 and 8,000 cubic yards from Berths 230-232) at an ocean disposal site (i.e., LA-2), an approved upland disposal facility, or a combination of the above;
- Addition of five new 100-foot gauge A-frame over-water gantry (wharf) cranes manufactured by Shanghai Zhenhua Heavy Industry Co., Ltd. (ZPMC), or equivalent. These additional cranes would be installed upon existing crane rails at Berths 226-229 to accommodate larger ships at the proposed deeper berths. Addition of the new cranes would require infrastructure improvements (such as cable and electrical upgrades);
- The raising of up to five of the existing operational cranes in order to accommodate larger vessels;
- Addition of five AMP vaults (throughout wharf area adjacent to Berths 226 to 232) and associated infrastructure (e.g., electrical conduit and wires);
- Installation of three-foot spacers between the wharf and existing wharf fenders to provide better clearance between the berthed vessels and the new king and sheet piles;
- Development of approximately 1.5 acres of vacant land as new backlands;
- Development of approximately 22 acres as new backlands and modified inbound and outbound gates associated with the relocation of the main gate. The development of the 22 acres would require closure (vacation) of streets within this backlands expansion area (see next bullet) and demolition of existing structures (with the exception of the existing electrical substation);
- Closure of portions of Terminal Way, Barracuda Street, Tuna Street, and Ways Street within the Project site and rerouting of Terminal Way traffic to Cannery Street;
- Improvements to Cannery Street, including: street realignment, pavement improvements, street widening, striping, traffic lighting and signals, drainage, and sidewalk improvements;
- Infrastructure to support 23.5 acres (1.5 + 22 acres) of new backlands (such as lighting, paving, and drainage improvements);
- Amendment of the lease to add approximately 48.5 acres of terminal backlands comprised of approximately 25 acres of existing developed terminal backlands currently under space assignment, and the 23.5 acres (1.5 plus 22 acres) of new backland area, for a total terminal acreage of approximately 229 acres; and

- Extension of the facility lease by 10 years for continued operations from the current end date of 2028 to 2038.

1.4.1.2 Terminal Improvements

Dredging and Pilings

The proposed improvements to Berths 226-229 include: 1) dredging to increase the depth from -45 to -53 feet MLLW plus two feet of overdepth tolerance (for a total of -55 feet MLLW); and 2) the installation of approximately 1,400 linear feet of king piles and sheet piles to accommodate the dredging activities and deeper design depth. The maximum tip elevations of the king piles and sheet piles would be approximately 110 feet MLLW, or up to 55 feet below the mudline. Dredging would remove approximately 30,000 cubic yards of sediment from alongside Berths 226-229.

The proposed improvements at Berths 230-232 would include: 1) dredging to increase the depth from -45 to -47 feet MLLW plus two feet of overdepth tolerance (for a total of -49 feet MLLW); and 2) the installation of sheet piles to accommodate the dredging activities and increased design depth. Dredging would remove approximately 8,000 cubic yards of sediment from alongside Berths 230-232. The sheet piles would be installed to approximately -85 feet MLLW (maximum sheet pile tip elevation of about 36 feet below the mudline) and over approximately 1,400 linear feet along these berths.

Dredging would occur 24 hours per day, for up to eight weeks. In total, approximately 38,000 cubic yards of sediment would be dredged and would require disposal. Disposal options include placement within an approved upland facility or approved ocean disposal site (i.e., LA-2). In addition, a combination of the above dredge material management options could be used.

Wharf and Crane Improvements

The proposed Project includes installation of three-foot spacers between the wharf and existing wharf fenders to provide better clearance between the berthed vessels and the new king and sheet piles. In addition, the proposed Project includes the raising of up to five of the existing cranes, as well as the installation of five new 100-foot gauge wharf cranes along the existing crane rail at Berths 226-229. The gauge represents the distance between a crane's rail supports. The new wharf cranes are expected to be similar in size and height as the five largest 100-gauge cranes currently at the Project site, which have an approximate height of 330 feet when stowed at a 45-degree angle (during crane maintenance activities the cranes can be placed in an 80-degree angle with a height of about 394 feet). The raised and new cranes would be able to offload cargo from ships loaded up to 22 containers wide. With the addition of the five new cranes under the proposed Project, there would be a total of 13 wharf cranes operating at the Everport Container Terminal. The new larger cranes are expected to be added to the northern end of the wharf, such that the largest cranes would be located along the portion of the wharf with the deepest berth, and the smaller cranes along the southern portions of the wharf.

Improvements associated with the installation of the new cranes include cable and other electrical infrastructure. Trenching/excavating associated with electrical infrastructure required to support the five new cranes would occur within the backlands and adjacent to the existing crane rails. To provide power and communication lines to the five new cranes, five new cable vaults (approximately 10 feet x 8 feet x 9 feet), one high voltage vault (approximately 10 feet x 10 feet x 12 feet), two new fiber optic vaults (approximately 5 feet x 5 feet x 6 feet), and approximately 1,400 feet of conduit (within

trenches ranging from 42 to 54 inches deep and 2 feet wide) would be installed. The proposed vaults and trenching would not include over-excavation.

In addition, two new high voltage vaults (approximately 10 feet x 10 feet x 12 feet), a new switchgear skid (approximately 30 feet x 20 feet x 3 feet), and approximately 1,850 feet of conduit in trenches ranging from 42 to 54 inches deep and 2 feet wide) would be installed in the terminal backlands in order to connect the new crane infrastructure to an existing power source on the terminal.

Further, five new AMP vaults and associated infrastructure (e.g., electrical conduit and wires) would be constructed at various locations within the wharf face of Berths 226 to 232 for a total of eight AMP vaults. The AMP vaults would be approximately 12 feet x 6 feet x 4 feet. The existing substation would be utilized for the new AMP vaults. Three additional pull boxes would be installed to connect the new AMP vaults with the existing substation. The trench depth for the electrical conduit/wires is 42 inches.

Backland Improvements

Backlands improvements would occur at two locations: the approximately 1.5-acre area adjacent to the PBF Energy (formerly ExxonMobil) liquid bulk terminal at Berths 238-240 and the approximately 22-acre area immediately south of the existing terminal boundary and north of Cannery Street (see Figure 1-4).

The 1.5-acre site is currently vacant and unpaved. The improvements would consist of placement of engineered fill, followed by the placement of base and pavement. Infrastructure, such as electrical lines, lighting, and drainage would also be installed. The new 1.5-acre backlands could be used for storing empty containers, chassis, wheeled containers, stacked containers or other purposes, depending on terminal needs.

The 22-acre site is comprised of vacant lots (paved and unpaved) as well as approximately 11 buildings/structures. Development of this 22-acre area would require demolition of all structures except the electrical substation, site cleanup, grading, followed by paving and development. Lands within the 22-acre area are currently under lease to commercial tenants by the LAHD under revocable permits, and permit revocation would not result in a requirement to relocate the tenants. Infrastructure, such as electrical lines, lighting, and drainage would also be installed. The existing electrical substation would remain operational within the redeveloped terminal, but would be fenced and segregated. Further, electrical infrastructure and connections to the substation may have to be relocated to avoid damage during development of the surrounding areas as backlands. The proposed layout of the Project includes the relocation of the main gate (inbound and outbound lanes) to the newly developed 22-acre area, and would include direct access onto the Project site from Earle Street at Terminal Way. Portions of the 22-acre area would also be used to improve the terminal circulation system, and to store chassis' and wheeled or stacked containers, or other terminal uses.

In addition, as part of ongoing and separate activities associated with the former Canner's Steam Company Plant site (a related project), contaminated soil and groundwater cleanup of that site would continue in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) standards for the property. Ongoing remediation activities could include groundwater monitoring, extraction, and in-situ chemical oxidation. If required by the LARWQCB and/or LAHD and until the site case is officially closed, semi-annual groundwater monitoring and sampling would continue to document site conditions and to determine whether the site groundwater quality meets site cleanup requirements.

Street Closures

The expansion of the existing terminal to the 22-acre area south of the existing boundary would require the closure (vacation) of Terminal Way from Earle Street (on the east) to Seaside Avenue (on the west) and Tuna Street, Ways Street, and Barracuda Street from Terminal Way (on the north) to Cannery Street (on the south). Closure of these streets would require rerouting of traffic. Vehicles traveling on Terminal Way west of Earle Street would be rerouted to Cannery Street. Tuna Street, Ways Street, and Barracuda Street between Terminal Way and Cannery Street are limited north-south roadways that serve only the buildings or parcels that would be demolished or become part of the proposed Project. Vehicles traveling east from Seaside Avenue would travel east on Cannery Street, north on Earle Street, then east on Terminal Way. Drayage trucks going to/from the Project site would access the terminal from Earle Street (through the new gate), and through traffic going to and from Fish Harbor and the portions of Terminal Island along Seaside Avenue would utilize Cannery Street and Seaside Avenue after Terminal Way (between Seaside Avenue and Earle Street) is vacated. All the roadways that would be affected are designated "Local Roads," which would require street vacation approval from the City's Bureau of Engineering. The proposed Project would require utility relocations associated with the street closures. In addition, the proposed Project would include realignment of Cannery Street, as well as pavement improvements, widening, striping, traffic lighting and signals, drainage, and sidewalk improvements along Cannery Street.

1.4.1.3 Project Construction Phasing and Schedule

Construction of the proposed Project is expected to take approximately 24 months and the earliest it could begin would be in 2018. In-water construction would be staged such that one vessel could be at berth at any given time. Under this scenario, installation of sheet piles would occur along Berths 230-232, followed by dredging along these berths. Installation of spacers between the wharf and existing wharf fenders at Berths 230-232 would then occur. Operation of the terminal would continue during construction, with vessels utilizing Berths 226-229. Once work is completed at Berths 230 through 232, sheet and king piles would be installed along Berths 226-229, followed by dredging. Installation of spacers between the wharf and existing wharf fenders at Berths 226-229 would then occur. The AMP vaults (to be located at various locations along the wharf) would be constructed beginning the fifth month. Operation of the terminal would continue during construction, with vessels using Berths 230-232. The new cranes would be delivered and installed along the northern berths following in-water construction. The raising of up to five existing cranes would occur throughout the construction period. Backland construction at the 1.5-acre expansion area would occur concurrent with in-water construction. The following components would be subject to negotiations and an agreement between the Port and ETS: development of the approximately 22 acres as new backlands and relocation of the main gate, the closure of portions of Terminal Way, Barracuda Street, Tuna Street, and Ways Street within the Project site and rerouting of Terminal Way traffic to Cannery Street, as well as the demolition of the remaining buildings within the 22-acre area, including, but not limited to, buildings associated with the former StarKist Tuna Plant and the former Canner's Steam Company Plant. To be conservative, for the purposes of this Draft EIS/EIR's analysis, it is assumed that the agreement would be finalized such that the demolition and backland construction at the 22-acre expansion area would occur concurrent with the backland development at the 1.5-acre expansion area and in-water construction.

1.4.1.4 Proposed Project Operations

Lease Amendment

The existing 205-acre container terminal is operated by ETS. ETS (a wholly owned subsidiary of Evergreen Marine Corporation) is the permit holder under a lease agreement (Permit No. 888, as amended) between LAHD and ETS. As part of the proposed Project, the lease would be amended to include the addition of approximately 25 acres of existing terminal backlands currently under space assignment and the addition of approximately 23.5 acres (1.5 acres and 22 acres) proposed for backlands development under the proposed Project. The total terminal acreage for the proposed Project is approximately 229 acres. The existing lease began in 1997 and ends in 2028, and the lease amendment would extend the lease period by 10 years, for continued operations through 2038.

Terminal Operations

The Everport Container Terminal would continue container handling operations, as occurs under existing conditions. At this time, no foreseeable changes in the type of operations, such as terminal automation, are expected through 2038.

Anticipated Throughput

The proposed Project would improve the container-handling efficiency of the existing Everport Container Terminal at the Port to accommodate the projected fleet mix of larger container vessels (up to 16,000 TEUs) that are anticipated to call at the terminal through 2038. The proposed Project would increase the throughput capacity of the Everport Container Terminal from 1,818,000 TEUs to up to 2,379,525 TEUs annually. Under the proposed Project, maximum throughput is projected to occur by 2033 and remain at that level through 2038. Analysis of the impacts in this EIS/EIR assumes the maximum physical capacity to represent the worst-case scenario and ensure that all reasonably foreseeable and potentially significant adverse environmental impacts are identified and mitigated to the extent feasible. This EIS/EIR analyzes the proposed Project at the end of the new lease term at 2038 with the throughput ramping up in interim study years (2019, 2026, and 2033). The actual throughput levels for the proposed Project may be lower than the projected throughput at capacity as analyzed in this document due to market conditions.

Ship Operations

Currently, the terminal can service up to two larger vessels (up to 8,000 TEUs) concurrently at the two operating berths. After construction of the proposed Project, the terminal would be able to accommodate up to two larger vessels (one 16,000 TEU vessel and one 10,000 TEU vessel) concurrently. Although the proposed Project would not increase the number of vessels the terminal could manage concurrently, increasing the design depths along the wharf would allow the terminal to accommodate larger vessels with deeper drafts (up to 16,000 TEU vessels). The existing berth depths can accommodate vessels up to 8,000 TEUs, which constrains the existing terminal's capacity to approximately 1.82 million TEUs with 166 existing annual ship calls. The proposed Project would deepen the operating berths to accommodate larger vessels (up to 16,000 TEUs), which would remove the existing berth capacity constraint and allow the terminal to handle up to 2,379,525 TEUs annually. By 2038, at 2,379,525 TEUs, the terminal is anticipated to receive 208 annual ship calls, along with associated tugboats (2 tugs are required for each vessel move).

Rail Operations

In 2013, the Everport Container Terminal's throughput required an annual average of 1.6 trains per day, and an average of 1.8 trains per day during the peak month. The portion of the TICTF on-dock railyard that serves the Everport Container Terminal handled 230,227 TEUs (124,674 TEU imports and 105,553 TEU exports) in 2013. Under the proposed Project, the volume of cargo passing through the Everport Container Terminal's portion of the TICTF on-dock railyard is projected to increase from 230,227 TEUs in 2013 to 606,341 TEUs through 2038. The Everport Container Terminal's 2038 throughput is projected to result in an annual average of 5.0 trains per day, and an average of 5.6 trains per day during the peak month. The proposed Project would not make changes to the capacity of the Everport portion of TICTF, which would remain at 606,341 TEUs annually.

The existing TICTF on-dock railyards is projected to have slightly less capacity than the full amount of anticipated demand for on-dock rail facilities associated with the maximum terminal throughput of 2,379,525 TEUs. The volume of cargo passing through off-dock railyards is projected to increase from 53,791 TEUs in 2013 to 345,469 TEUs through 2038. The percentage of terminal throughput that would be handled by on-dock rail is expected to increase from approximately 18.6 percent in 2013 to approximately 25.5 percent by 2038, and off-dock railyards from approximately 4.3 percent in 2013 to approximately 14.5 percent by 2038. Loading, unloading, and hauling of rail cars would occur as it does under existing conditions.

In addition to transportation of cargo by on-dock rail, draying of containers to near- and off-dock facilities would continue to occur under the proposed Project, just as it occurs under existing conditions. Generally, trains are composed of containers that are all destined for one location. Where there is not a sufficient number of containers destined for the same location to make up a train, those containers are hauled to near- and off-dock facilities to be grouped with containers from other terminals bound for that same destination. Trucks would haul those containers on public highways to and from off-dock railyards, including the UP Carson ICTF, the BNSF Hobart Yard in Vernon, and the UP East Los Angeles Yard.

Truck Operations

In 2013, existing terminal operations resulted in 4,505 daily one-way truck trips (within the peak month) and 1,112,735 annual truck trips. Based on the anticipated mode splits for the proposed Project, the throughput capacity of 2,379,525 TEUs by 2038 would require a total of 7,028 average daily truck trips in the peak month, and 1,735,916 annual truck trips. Of the approximately 1,427,715 TEUs projected to be transported by trucks by 2038, approximately 345,469 TEUs (approximately 24 percent) would be intermodal cargo trucked to off-dock railyards.

Cargo-handling Equipment

The existing types of cargo handling yard equipment (such as RTG, side picks, top handlers, yard tractors and forklifts) are not expected to change as part of the proposed Project. As throughput increases, equipment would be added.

Terminal Operating Hours

The terminal operating hours are not expected to change from existing conditions (24-hour operations). Existing container handling activities largely occur across two shifts, but occasionally across three shifts during periods of high demand. Under the proposed

Project, container-handling activities would occur across three shifts to accommodate the higher throughput levels. The number of employees working at the terminal is expected to increase from an average daily total of 145 in 2013 to approximately 999 by 2038. The terminal is run as a continuous operation, in which more employees are hired to supplement operations as needed.

1.5 Port of Los Angeles Plans and Programs

LAHD has implemented a variety of plans and programs to reduce the environmental effects associated with operations at the Port. These programs include, but are not limited to the following: the San Pedro Bay Ports Clean Air Action Plan (CAAP), Water Resources Action Plan (WRAP), and Sustainable Construction Guidelines. All of these efforts ultimately reduce adverse environmental effects. Furthermore, LAHD is aggressively studying zero-emission technology with the intent of integrating zero emission equipment into terminal operations

1.5.1 Clean Air Action Plan (CAAP)

The Ports of Los Angeles and Long Beach, with the participation and cooperation of the staff of the USEPA, CARB, and SCAQMD, prepared the San Pedro Bay Ports CAAP, a planning and policy document that sets goals and implementation strategies to reduce air emissions and health risks associated with Port operations while allowing Port development to continue. In addition, the CAAP sought the reduction of criteria pollutant emissions to the levels that assure Port-related sources decrease their "fair share" of regional emissions to enable the South Coast Air Basin to attain state and federal ambient air quality standards. Each individual CAAP measure is a proposed strategy for achieving these emissions reductions goals. The Ports approved the first CAAP in November 2006.

The CAAP focuses primarily on reducing diesel particulate matter (DPM), along with nitrogen oxides (NO_X) and sulfur oxides (SO_X). This strategy reduces emissions and health risk and thereby allows for future Port growth while progressively controlling the impacts associated with such growth. The CAAP includes emission control measures as proposed strategies that are designed to further these goals expressed as Source-Specific Performance Standards which may be implemented through the environmental review process, or could be included in new leases or Port-wide tariffs, Memoranda of Understanding (MOU), voluntary action, grants, or incentive programs.

The CAAP Update, adopted in November 2010, includes updated and new emission control measures as proposed strategies that support the goals expressed as the Source-Specific Performance Standards and the Project-Specific Standards. In addition, the CAAP Update includes the recently developed San Pedro Bay Standards, which establish emission and health risk reduction goals to assist the Ports in their planning for adopting and implementing strategies to significantly reduce the effects of cumulative Port-related operations.

The goals set forth as the San Pedro Bay Standards are the most significant addition to the CAAP and include both a Bay-wide health risk reduction standard and a Bay-wide mass emission reduction standard. Ongoing Port-wide CAAP progress and effectiveness will be measured against these Bay-wide Standards, which consist of the following reductions as compared to 2005 emissions levels:

- Health Risk Reduction Standard: 85 percent reduction in DPM by 2020
- Emission Reduction Standards:
  - By 2014, reduce emissions by 72 percent for DPM, 22 percent for NO_X, and 93 percent for SO_X
  - By 2023, reduce emissions by 77 percent for DPM, 59 percent for NO_X, and 92 percent for SO_X

The Project-Specific Standard remains as adopted in the original CAAP in 2006, that new projects don't exceed a 10 in 1,000,000 excess residential cancer risk threshold, as determined by health risk assessments conducted subject to CEQA statutes, regulations, and guidelines, and implemented through required CEQA mitigations and/or lease negotiations. Although each Port has adopted the Project-Specific Standard as a policy, the Board of Harbor Commissioners retain the discretion to consider and approve projects that exceed this threshold if the Board deems it necessary by adoption of a statement of overriding considerations at the time of project approval.

This EIS/EIR analysis assumes compliance with the 2010 CAAP Update. Proposed Project-specific mitigation measures applied to reduce air emissions and public health impacts are consistent with, and in some cases exceed, the emission-reduction strategies of the CAAP.

In 2016, the Ports began the process of updating the CAAP to produce the third version. The scope and framework of this CAAP 3.0 Update continues to look at the five major mobile sources of air pollution in and around the ports, while placing new Bay-wide Standards for the future. In addition, the CAAP will be expanded to address the following:

- zero-emissions technologies
- greenhouse gas emissions reductions
- energy strategies
- supply chain optimization

Zero Emission Equipment

While the CAAP has been very successful at encouraging substantial emission reductions, further reductions are needed as port throughput continues to increase in the coming years. Furthermore, important greenhouse gas reduction deadlines approaching in the next few years, the LAHD has identified zero emission equipment as a critical element to be integrated into marine related goods movement in the future.

In 2011, the LAHD and the Port of Long Beach released a Zero Emission Technologies Roadmap to establish an initial plan for identifying technologies to pursue demonstrations to advance zero emission technology development. In July 2015, the LAHD released a draft Zero Emission white paper. The LAHD has provided over $7 million in funding for projects aimed at developing zero emission technology for short-haul drayage trucks and on-terminal yard tractors. Initial zero emission vehicle testing has shown mixed results, but more recent progress has been made that reinforces the LAHD's belief that zero emission container movement technologies show great promise for helping to reduce criteria pollutant and greenhouse gas emissions in the future.

The LAHD, working collaboratively with the Port of Long Beach and several stakeholders and partnerships, is committed to expanded development and testing of zero emission technologies, identification of new strategic funding opportunities to support these expanded activities, and new planning for long-term infrastructure development to sustain developed programs, all while ensuring competitiveness among the maritime goods movement businesses.

1.5.2 Water Resources Action Plan (WRAP)

Both LAHD and the Port of Long Beach face ongoing challenges from contaminants that remain in Port sediments, flow into the harbor from Port land, and flow from upstream sources in the watershed, well beyond the Ports' boundaries. Therefore, the Ports undertook a collaborative, scientific effort to address existing and potential sources of water and sediment pollution. Building on the collaborative model developed by the CAAP, under the WRAP the Ports will continue to work together and with other stakeholders to achieve further progress in water and sediment quality improvement. The WRAP establishes a program of water quality improvement measures necessary to achieve the goals and targets that will be established by the LARWQCB in upcoming regulations. The WRAP targets the four basic types of potential sources of pollutants to harbor waters (land use discharges, on-water discharges, sediments, and watershed discharges) and includes control measures zeroing in on known and potential sources of water and sediment contamination in the harbor area.

1.5.3 Port of Los Angeles Sustainable Construction Guidelines

LAHD adopted the Port of Los Angeles Sustainable Construction Guidelines in February 2008. The guidelines are used to establish air emission criteria for inclusion in bid specifications for construction. The guidelines reinforce and require sustainability measures during performance of the contracts, balancing the need to protect the environment, be socially responsible, and provide for the economic development of the Port. Future resolutions are anticipated to expand the guidelines to cover other aspects of construction, as well as planning and design. These guidelines support the Port Sustainability Program. The intent of the guidelines is to facilitate the integration of sustainable concepts and practices into all capital projects at the Port and to phase in the implementation of these procedures in a practical, yet aggressive, manner. These guidelines are made a part of all construction specifications advertised for bids.

1.5.4 Other Environmental Programs

Air Quality

Alternative Maritime Power. AMP reduces emissions from container vessels docked at the Port. Normally, ships shut off their propulsion engines when at berth, but use auxiliary diesel generators to power electrical needs such as lights, pumps, and refrigerator units. These generators emit an array of pollutants, primarily NO_X, SO_X, and particulate matter (PM_{10} and $PM_{2.5}$). The Port is in the process of providing shore-based electricity as an alternative to running the generators (a process also referred to as cold ironing). The AMP program allows ships to "plug-in" to shoreside electrical power while at dock instead of using on-board generators, a practice that will dramatically reduce emissions. Before being used at the Port, AMP was used commercially only by the

cruise ship industry in Juneau, Alaska. Now, Port AMP facilities have been installed and are currently in use at China Shipping Terminal, Yusen Terminal, Everport Container Terminal (the Project site), TraPac Terminal, and the Cruise Ship Terminal among others. AMP has been incorporated into the CAAP as a project-specific measure.

Off-Peak Program. Extending cargo terminal operations by five night and weekend work shifts, the Off-Peak Program, managed by PierPASS (an organization created by marine terminal operators) has been successful in increasing cargo movement, reducing the waiting time for trucks inside Port terminals, and reducing truck traffic during peak daytime commuting periods.

On-Dock Rail and the Alameda Corridor. Use of rail for long-haul cargo is acknowledged as an air quality benefit. Four existing on-dock railyards at the Port, including the existing on-dock facility on the Project site, significantly reduce the number of short-distance truck trips (the trips that normally would convey containers to and from off-site railyards). Combined, these intermodal facilities eliminate an estimated 1,400,000 truck trips per year and the emissions and traffic congestion that go along with them. A partner in the Alameda Corridor project, the Port is using the corridor to transport cargo to downtown railyards at 10 to 15 miles per hour faster. Use of the Alameda Corridor allows cargo to travel the 20 miles to downtown Los Angeles at a faster pace and promotes the use of rail versus truck. In addition, the Alameda Corridor eliminates 200 rail/street crossings and emissions produced by cars with engines idling while the trains pass. In 2004, the Port of Los Angeles Board of Harbor Commissioners adopted an Intermodal Rail Policy to guide the development of additional rail facilities, to reduce the number and length of truck trips in the Port area, and to achieve reductions in rail-related air emissions. The Port Resolution:

- Provides for on-dock and comparable near-dock intermodal facilities for shippers, carriers, terminal operators, and Class I railroads;
- Ensures all Port customers are utilizing on-dock intermodal rail to the fullest extent feasibly possible;
- Ensures sufficient rail capacity is maintained to increase rail usage, meet future demand, and adapt to evolving intermodal rail operations;
- Provides the opportunity to direct local movements of cargo from truck to rail;
- Encourages Port customers to pool container cargo and share on-dock and-near dock rail facilities to the fullest extent feasible.

Tugboat Retrofit Project. The engines of several tugboats in the Port were replaced with ultra-low-emission diesel engines. This was the first time such technology had been applied to such a large engine. Emissions testing showed a reduction of more than 80 tons of NO_X per year, nearly three times better than initial estimates. Under the Carl Moyer Program,[1] the majority of tugboats operating in the Port Complex have been retrofitted.

[1] The Carl Moyer Program is a grant program implemented by CARB and administered by SCAQMD to fund the incremental cost of cleaner-than-required engines.

Electric and Alternative Fuel Vehicles. LAHD has converted more than 35 percent of its fleet to electric or alternative-fuel vehicles. These include heavy-duty vehicles and passenger vehicles. LAHD proactively has embarked on the use of emulsified fuels that are verified by CARB to reduce diesel particulates by more than 60 percent compared to diesel-powered equipment.

Electrified Terminal Operating Equipment. The approximately 86 ship-loading cranes currently in use at the Port operate under electric power. In addition, numerous other terminal operations equipment has been fitted with electric motors.

Yard Equipment Retrofit Program. Over the past five years, diesel oxidation catalysts have been applied to nearly all yard tractors at the Port. This program has been carried out with Port funds and funding from the Carl Moyer Program.

Vessel Speed Reduction Program. Under this voluntary program, oceangoing vessels slow to 12 knots when within 20 and 40 nautical miles of the entrance to Los Angeles Harbor, thus reducing emissions from main propulsion engines. As of 2014, approximately 100 percent of ships comply with the voluntary program within 20 nautical miles and 95 percent comply within 40 nautical miles.

Everport Enhanced Cargo Demonstration Project(s)

ETS (through LAHD) was awarded a grant from the California Energy Commission (CEC) in late 2016 to commission a demonstration project for five zero-emission yard tractors, and 20 near-zero-yard tractors equipped with the California Air Resources Board certified Cummins Westport Low NOx engines (0.02 grams of nitrogen oxides/brake horsepower-hour) at the Everport Container Terminal. To further reduce greenhouse gases the near-zero-emission yard tractors will be fueled with renewable liquefied natural gas provided by Clean Energy via a mobile liquefied natural gas fueling system. This demonstration project is expected to begin in mid-2018 and last for 12 months.

In addition, the LAHD was awarded a second CEC grant in early 2017 to commission a demonstration project for two zero-emission battery electric top handlers and three additional zero-emission battery electric yard tractors to undergo a demonstration project at the Everport Container Terminal as well. This demonstration project will be followed and included into Lease Measure (LM) AQ-1 regarding the periodic review of new technology (refer to Section 3.2.4.7 in Section 3.2, Air Quality and Meteorology, for a description of LM AQ-1). This demonstration project is expected to begin in Summer 2019 and last for 12 months.

The project will take the next step toward demonstration of an entire zero emissions pathway throughout the marine container terminal for cargo handling equipment, starting with the electric ship-to-shore cranes unloading cargo to zero-emission yard tractors to zero-emission top handlers to receive cargo to the yard trucks and either stack containers or load drayage trucks/trains for departure to the terminal.

The demonstration project will also integrate an Electric Truck Smart Plug-In System which will automatically connect and automatically disconnect from zero-emission yard tractors. This system, first of its kind, if successful, will be the standard for connecting zero-emission yard tractors to grid power, which is expected to be safer and more efficient way to connect zero-emission equipment to electrical power for vehicle charging. The zero-emission top handlers will be charged with standard infrastructure.

The design for a Smart Plug-In System for zero-emission top handlers has not been engineered for this project.

Water Quality

Water Quality Monitoring. LAHD has been monitoring water quality at 31 established stations in San Pedro Bay since 1967, and the water quality today at the Port is among the best of any industrialized port in the world. Samples are tested on a monthly basis for dissolved oxygen, biological oxygen demand, and temperature. Other observations are noted, such as odor and color, as well as the presence of oil, grease, and floating solids. The overall results of this long-term monitoring initiative show the tremendous improvement in harbor water quality that has occurred over the last four decades.

Inner Cabrillo Beach Water Quality Improvements. The Port is one of the few industrial ports in the world to have a swimming beach. Inner Cabrillo Beach provides quiet water for families with small children. However, in recent years, upland runoff has resulted in high levels of bacteria in shoreline waters. LAHD has invested hundreds of thousands of dollars in water circulation/quality models and studies to investigate the problem. Recently, LAHD repaired storm drains and sewer lines, replaced poor quality beach sand with clean sand, removed the groin at the north end of the beach, and installed a bird exclusion device, all as part of its commitment to make sure that Inner Cabrillo Beach continues to be an important regional recreational asset, but more importantly—improve water quality. In 2004, the LARWQCB adopted an Amendment to the Water Quality Control Plan to incorporate the Los Angeles Harbor Bacteria Total Maximum Daily Load (TMDL). The TMDL was developed to address impairments of water quality standards by coliform and beach closures at Inner Cabrillo Beach and the Main Ship Channel at the Port. A TMDL specifies the maximum amount of a pollutant that a water body can receive and still meet water quality standards, and allocates the pollutant loadings to point and nonpoint sources.

Habitat Management and Endangered Species

California Least Tern Site Management. The federal- and state-endangered California least tern (a species of small sea bird) nests from April through August on Pier 400 in the Port adjacent to the Pier 400 container terminal. Through an interagency nesting site agreement, LAHD maintains, monitors, and protects the approximately 15-acre nesting site on Pier 400.

Interagency Biomitigation Team. As part of the development of mitigation for the Deep-Draft Navigation Improvements, including the Pier 400 Landfill, the Port Complex helped establish an interagency mitigation team to evaluate and provide solutions for impacts of landfill and terminal construction on marine resources in the Ports. The primary agencies involved include USACE, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and California Department of Fish and Wildlife. A number of mitigation agreements have been established through this coordination, and the team continues to meet as necessary to address environmental issues associated with Port development and operations.

General Port Environmental Programs

Green Building Policy. In August 2007, LAHD adopted a Green Building Policy, which outlines the environmental goals for newly constructed and existing buildings, dictates

the incorporation of solar power and technologies that are efficient with respect to the use of energy and water, dedicates staffing for the advancement and refinement of sustainable building practices, and maintains communication with other City of Los Angeles departments for the benefit of the community. The policy incorporates sustainable building design and construction guidelines based on the U.S. Green Building Council – Leadership in Energy and Environmental Design Green Building Rating System.

Recycling. LAHD incorporates a variety of innovative environmental ideas into its construction projects. For example, when building an on-dock rail facility, LAHD saved nearly $1,000,000 and thousands of cubic yards of landfill space by recycling existing asphalt pavement instead of purchasing new pavement. LAHD also maintains an annual contract to crush and recycle broken concrete and asphalt. In addition, LAHD successfully has used recycled plastic products, such as fender piles and protective front-row piles, in many wharf construction projects.

1.6 Changes to the Draft EIS/EIR

Actual changes to the text, organized by Draft EIS/EIR chapters and sections, can be found in Chapter 3, "Modifications to the Draft EIS/EIR," of this Final EIS/EIR. The changes to the Draft EIS/EIR have been made for the purpose of correcting and clarifying information contained within the Draft EIS/EIR based on comments received from the public. Changes noted in Chapter 3 are identified by text strikeout and underline. These changes are referenced in Chapter 2, "Responses to Draft EIS/EIR Comments," of this Final EIS/EIR, where applicable. The project description is presented above and summarized in the Executive Summary, incorporating the editorial changes noted in the Responses to Comments and other minor corrections.

The changes and clarifications presented in Chapter 3 of the Final EIS/EIR were reviewed to determine whether or not they warranted recirculation of the Draft EIS/EIR prior to certification of the EIS/EIR according to CEQA and NEPA Guidelines and Statutes. The changes would not result in any new significant environmental impacts or a substantial increase in the severity of an existing environmental effect. In response to public comments, changes and clarifications have been made throughout the Draft EIS/EIR. The changes are consistent with the findings contained in the environmental impact categories in Chapter 3, "Environmental Analysis," of the Draft EIS/EIR, as amended. There would be no new or increased significant effects on the environment due to the proposed project changes, and no new alternatives have been identified that would reduce significant effects of the proposed Project. Therefore, the Draft EIS/EIR does not need to be recirculated, and the EIS/EIR can be certified without additional public review, consistent with PRC Section 21092.1 and CEQA Guidelines Section 15088.5, and NEPA regulations in 40 Code of Federal Regulations 1502 and 1503.

1.7 References

Port of Los Angeles (POLA). 2015. Tonnage Statistics. Available: http://www.portofla.org/maritime/tonnage.asp. Accessed January 2015.

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