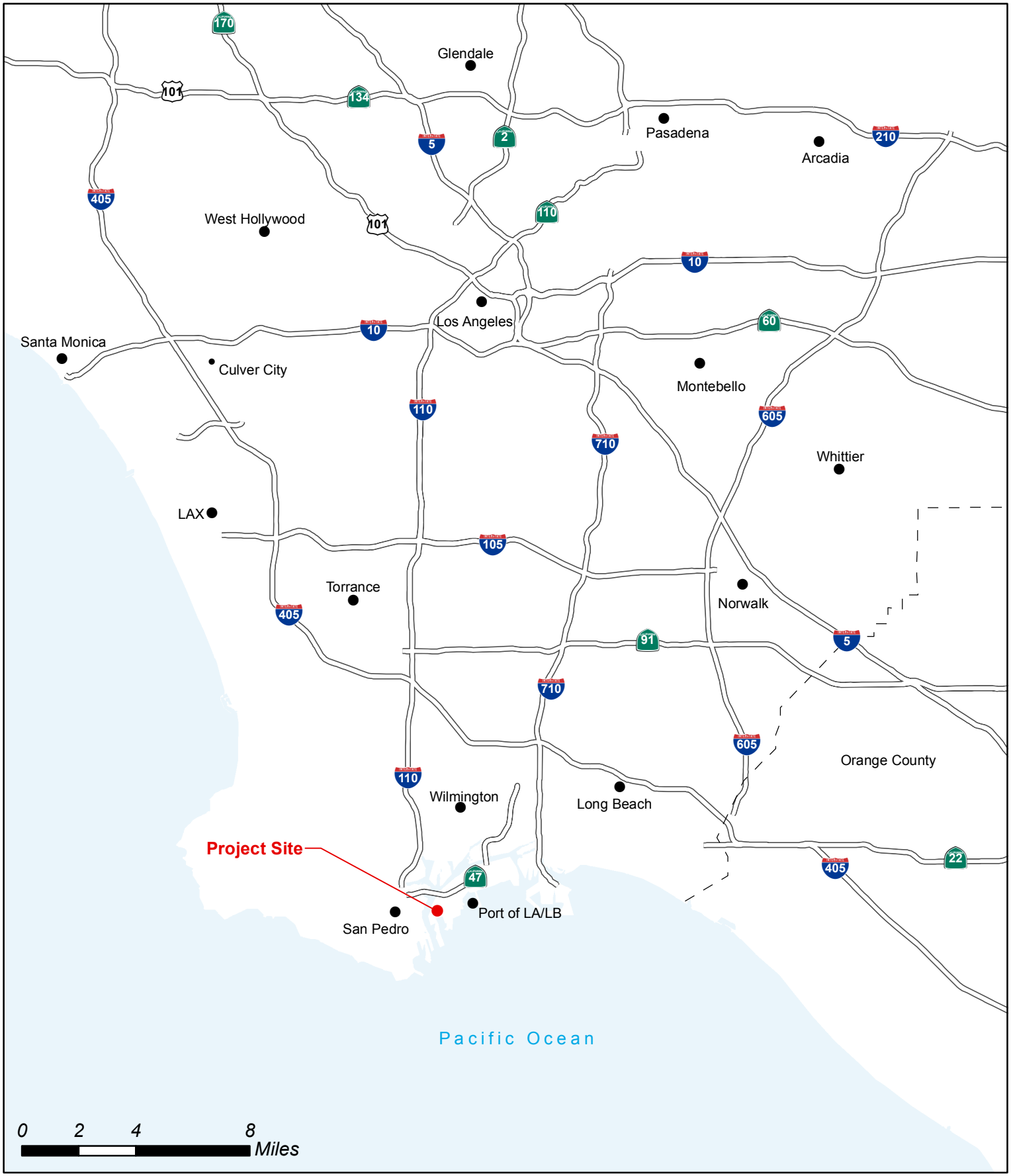
Executive Summary

ES.1 Introduction

This joint Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has been prepared to evaluate environmental impacts related to the construction and operation of the Berths 226-236 [Everport] Container Terminal Improvements Project (hereafter referred to as the "proposed Project") and alternatives, as proposed by the Los Angeles Harbor Department (LAHD). LAHD administers development within the Port of Los Angeles (Port) and overall Port operations. The proposed Project is located on Terminal Island within the Port of Los Angeles Community Plan area within the City of Los Angeles (Figure ES-1). The existing terminal has a long-term lease agreement with the Port for operation of the terminal through 2028.

This Draft EIS/EIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and in conformance with the Council for Environmental Quality (CEQ) Regulations for Implementing NEPA and the U.S. Army Corps of Engineers (USACE) Procedures for Implementing NEPA. This document also fulfills the requirements of the California Environmental Quality Act (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (State CEQA Guidelines). Specifically, this Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that the EIR should contain a brief summary of the proposed actions and its consequences and should identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the lead agency; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects. In addition, this Executive Summary has been prepared in accordance with 40 Code of Federal Regulations (CFR) 1502.12, which states that the EIS contains a summary which adequately and accurately summarizes the statement. Throughout the Executive Summary are references to various chapters and sections in the Draft EIS/EIR where detailed information and analyses can be reviewed.

USACE is the federal lead agency responsible for preparation of the EIS portion of this document. LAHD is the state lead agency responsible for the preparation of the EIR portions of this document and is the project applicant for the proposed Project. Both agencies have determined that there is the potential for significant environmental impacts and, therefore, a joint EIS/EIR has been prepared in the interest of efficiency and to avoid duplication of effort. Several other agencies have special roles with respect to the proposed Project and will use this EIS/EIR as the basis for their decisions to issue any approvals and/or permits that might be required.



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

Figure ES-1
Regional Location Map

Berths 226-236 [Everport] Container Terminal Improvements Project

ES.2 Purpose of this Draft EIS/EIR

This Draft EIS/EIR will be used to inform decision-makers and the public about the potential significant environmental effects of the proposed Project and alternatives. This Draft EIS/EIR is also being provided to the public for review, comment, and participation in the planning process. After public review and comment, a Final EIS/EIR will be prepared that will include responses to comments on the Draft EIS/EIR received from agencies, organizations, and individuals. The Final EIS/EIR will then provide the basis for decision-making by the CEQA and NEPA lead agencies, as described below, and other agencies (federal, state, regional, and local) that have jurisdiction over some part of the proposed Project or a resource area affected by the proposed Project and are expected to utilize this EIS/EIR as part of their approval or permit processes.

ES.2.1 NEPA Introduction

This EIS/EIR is being prepared by USACE in compliance with NEPA regulations for implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508), which require the evaluation of potential environmental impacts resulting from federal actions. The primary federal action associated with the proposed Project is the issuance of a USACE/Department of the Army (DA) permit authorizing work and structures in navigable waters of the United States and for the proposed disposal of dredge material at an established ocean disposal site. USACE has jurisdictional authority over the proposed Project pursuant to Section 10 of the Rivers and Harbors Act and Section 103 of the Marine Protection, Research and Sanctuaries Act and has determined an EIS is warranted due to potentially significant direct, indirect, or cumulative impacts associated with the USACE permit action.

This document is not serving as a public notice of application for any permit at this time. Rather, such public notice is being published separately from and concurrently with the public review period for this Draft EIS/EIR. Additional information on the role of USACE and its jurisdiction and responsibilities with regard to this document and the proposed Project and alternatives is presented in Section 1.3.1 of Chapter 1, and Sections 2.7.2 and 2.10 in Chapter 2, Project Description of this Draft EIS/EIR. As further detailed in Section 2.8 of Chapter 2, in general, the appropriate scope of analysis for the federal action consists of permanent and temporary, direct and indirect impacts to waters of the United States 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 United States (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. Figure 2-8 in Chapter 2 shows the USACE permit area considered in the federal scope of analysis.

ES.2.2 CEQA Introduction

LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California Tidelands Trust Act of 1911) and the California Coastal Act (Public Resources Code [PRC] Division 20 Section 30700 et seq.), which identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and harbor operations. According to the Tidelands Trust, Port-related activities should be water-dependent and should give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce.

According to Section 15121(a) of the State CEQA Guidelines (California Code of Regulations [CCR] Title 14, Division 6, Chapter 3), the purpose of an EIR is to serve as an informational document that:

> *…will inform the public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

The actions under consideration by LAHD involve physical changes to the environment that would have a potentially significant impact, as determined in the Initial Study of the proposed Project (see Appendix A). In addition, comments provided by public agencies, including responsible and trustee agencies, and the public in response to the Notice of Intent/Notice of Preparation (NOI/NOP) have also indicated that the proposed Project may have significant impacts. Accordingly, an EIR is required. This Draft EIS/EIR evaluates the direct, indirect, and cumulative impacts of the proposed Project in accordance with the provisions set forth in the State CEQA Guidelines. It will be used to address potentially significant environmental issues.

The primary intended use of this Draft EIS/EIR by LAHD is to inform agencies considering permit applications and other actions required to construct, lease, and operate the selected alternative and to inform the public of the potential environmental consequences of the proposed Project and alternatives. LAHD's certification of the EIR, Notice of Completion, and Statement of Overriding Considerations (if necessary) will document LAHD's decision as to the adequacy of the EIR and will inform subsequent decisions by the LAHD whether to approve and construct the proposed Project or other selected alternative. LAHD will use this EIS/EIR to support permit applications, construction contracts, the lease, and other actions required to implement the selected alternative and to adopt mitigation measures that, where possible, will reduce or eliminate significant environmental impacts.

ES.2.3 USACE Purpose and Need

The USACE purpose for the proposed Project under NEPA is described fully in Section 2.3 in Chapter 2, Project Description. 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 overall

proposed Project purpose serves as the foundation of the USACE's NEPA, Section 10, and Section 103 analyses.

ES.2.4 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 (-53 MLLW plus two feet of overdepth tolerance for a total depth of -55 feet MLLW) and Berths 230-232 (-47 MLLW plus two feet of overdepth tolerance for a total depth of -49 feet MLLW) 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.

ES.2.5 Baselines

ES.2.5.1 CEQA Baseline

Section 15125 of the State CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a Project that exists at the time of the NOP (October 2014). These environmental conditions would normally constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. For purposes of this Draft EIS/EIR, the CEQA baseline for determining the significance of potential proposed project impacts is the environmental setting for the 12-month calendar year preceding October 2014 (January through December 2013). The CEQA baseline for this proposed Project includes approximately 205 acres (181 acres under its long-term lease plus an additional 25 acres on month-to-month space assignment), supported eight cranes, and handled 1,240,773 TEUs (LAHD, 2014).

The CEQA baseline represents the setting at a fixed point in time and differs from the No Project Alternative (discussed in Section 2.9.1.2 of Chapter 2, Project Description) in that the CEQA No Project Alternative (Alternative 2) addresses what is likely to happen at the site over time, starting from the existing conditions. The No Project Alternative allows for growth at the Project site that could be expected to occur without additional approvals.

ES.2.5.2 NEPA Baseline

In analyzing a proposed project in a joint NEPA/CEQA format, USACE may distinguish the scientific and analytical basis for its decisions separately from the CEQA lead agency decision. Fundamental to this analysis is establishing the NEPA baseline. The NEPA baseline for determining significance of impacts is the set of conditions defined by examining the full range of construction and operational activities the applicant could implement and is likely to implement absent federal action, in this case issuance of a permit from USACE (e.g., air emissions and traffic likely to occur without issuance of a permit to dredge). The NEPA baseline determination is based on direct statements and empirical data from the applicant, as well as on the judgment and experience of USACE. The NEPA baseline conditions are described in further detail in Section 2.7.2 in Chapter 2, Project Description.

For the proposed Project evaluated in this EIS/EIR, under the NEPA baseline scenario, there would be no DA permit issued for dredging or installation of king piles or sheet piles, ocean disposal of dredged material, wharf improvements, crane modifications, or new cranes in, over, or under navigable waters of the United States related to the proposed Project. However, under the NEPA baseline scenario, the backlands improvements (addition development of 23.5 acres), certain wharf efficiency improvements (those not associated with USACE jurisdiction or determined to be within the USACE's federal control and responsibility) and lease amendment could occur in the absence of a USACE permit (i.e., DA permit). Using existing operations, projected growth in goods movement using existing and previously approved infrastructure, and improved backlands, would continue up to the terminal's maximum physical capacity of approximately 1,818,000 TEUs (i.e., approximately 1.82 million TEUs) and 208 annual vessel calls by 2038. Because the NEPA baseline is dynamic, it includes increasing levels of terminal operations for each study year over time as shown in Table 2-4, in Chapter 2, Project Description.

ES.3 Proposed Project

ES.3.1 Overview

The existing Everport Container Terminal occupies approximately 205 acres of industrial land, of which 180 acres are under a lease that expires in 2028, and 25 acres are under space assignment. The 180 acres includes approximately 20 acres for use as a railyard (the Everport Container Terminal portion of the TICTF). The existing terminal consists of two operating berths, Berths 226-229 and Berths 230-232, with eight operational 100-foot gauge wharf gantry cranes. The proposed Project area encompasses approximately 229 acres, comprised of the existing 205-acre terminal, and two expansion areas: a 1.5-acre area near the southern end and a 22-acre area located between Terminal Way and Cannery Street. The proposed Project would also extend the terminal's lease by 10 years

to allow for continued operations from 2028 through 2038. Refer to Figure ES-2 for the existing site.

Below is a summary of the improvements under the proposed Project evaluated in this Draft EIS/EIR that would occur at the terminal, with more detailed descriptions following.

- 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 lower 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 slope) 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);

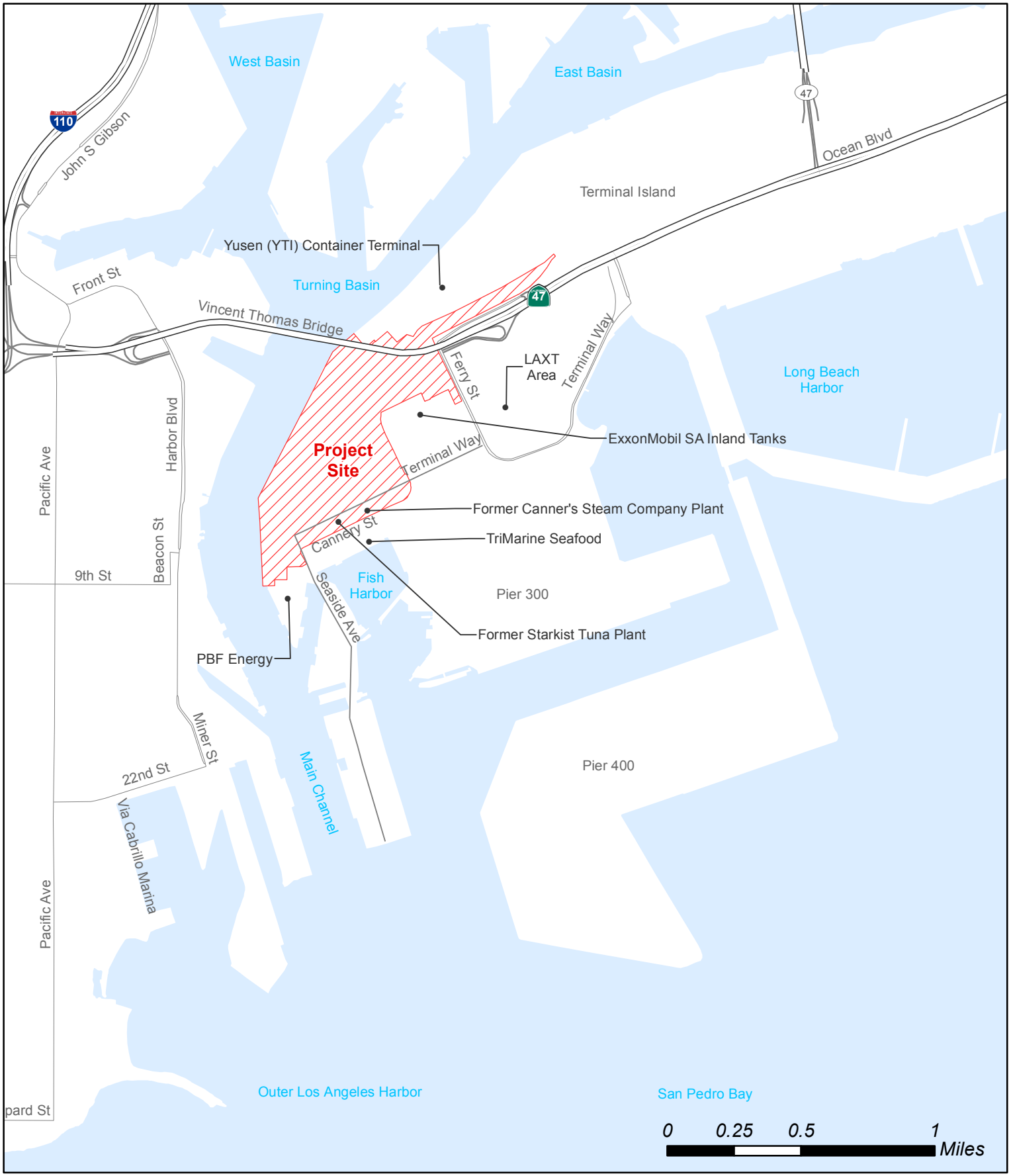
- The raising of up to five existing operational cranes in order to accommodate larger vessels.

- Addition of five alternative maritime power (AMP) vaults (throughout wharf area adjacent to Berths 226 to 232) and associated infrastructure (e.g., electrical conduit and wires);[1]

- 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;

[1] Subsequent to release of the Notice of Intent/Notice of Preparation/Initial Study (included as Appendix A of this Draft EIS/EIR), refinements to the proposed Project have been made to include additional dredging (an increase from 33,300 cubic yards to 38,000 cubic yards), an additional three AMP vaults (for a total of five new vaults, instead of two), an additional three new cranes (for total of five additional cranes), and the raising of up to five existing cranes. The refinements are minor modifications that do not represent a material change to the proposed Project that was described in the Notice of Intent/Notice of Preparation/Initial Study and do not change any of the conclusions in the Initial Study.



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

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Figure ES-2
Project Vicinity Map

Berths 226-236 [Everport] Container Terminal Improvements Project

- 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, see Figure 2-5 in Chapter 2 of the Draft EIS/EIR);

- 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

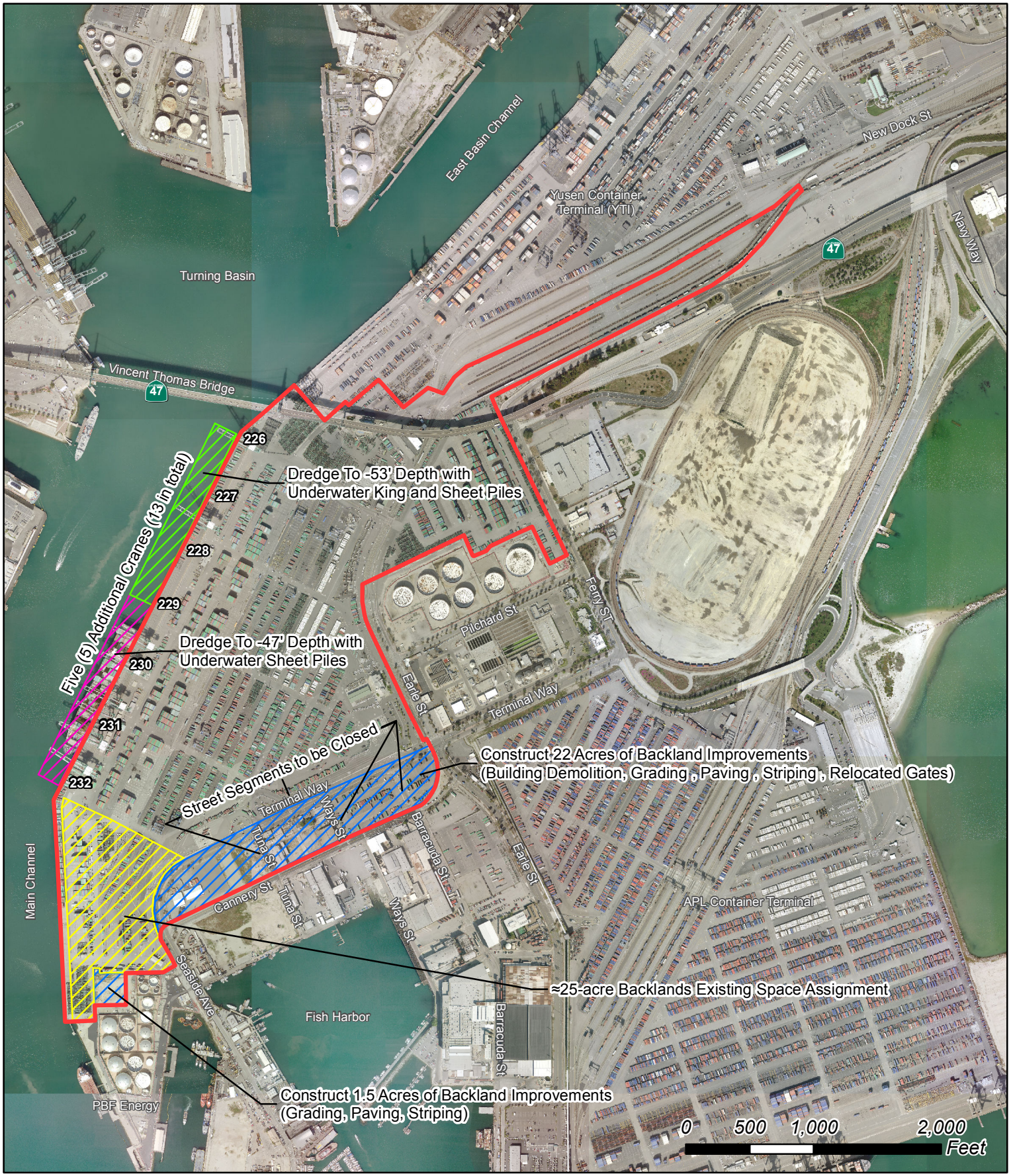
- Extension of the facility lease by 10 years for continued operations from the current end date of 2028 to 2038.

After construction, the terminal would have a total of 13 operational 100-foot wharf gantry cranes along its two operating berths. These improvements would enable the terminal to accommodate the projected fleet mix of larger container ships (up to 16,000 TEUs) that are anticipated to call at the terminal through 2038, and would increase the throughput capacity of the terminal from 1,818,000 TEUs to 2,379,525 TEUs annually.

See Figure ES-3 for a depiction of the proposed Project elements.

ES.3.2 Local Setting

The Port consists of 7,500 acres of land and water and 43 miles of waterfront and provides a major gateway for 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.



Aerial Source: County of Los Angeles, 2012

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Figure ES-3
Proposed Project

Berths 226-236 [Everport] Container Terminal Improvements Project

ES.3.3 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 ES-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) and ExxonMobil SA Inland Tanks facility; and to the south by the PBF Energy marine oil terminal (formerly the ExxonMobil liquid bulk terminal) at Berths 238-240, Cannery Street, TriMarine Seafood and both vacant and developed land south of Cannery Street (Figure ES-2).

ES.3.3.1 Project Construction

Construction of the proposed Project is expected to take approximately 24 months and begin in the fourth quarter of 2017. 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. Operation of the terminal would continue during construction, with vessels using Berths 230-232. The AMP vaults (to be located at various locations along the wharf) would be constructed beginning approximately in the fifth month of construction. The new cranes would be delivered and installed along the northern berths following in-water construction. The raising of existing cranes could occur prior to, during or after construction. 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 Everport Terminal Services Inc. (tenant): 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 (refer to Section 2.6.1 in Chapter 2, Project Description, for more detailed description of proposed Project components and for construction timing and details).

ES.3.3.2 Terminal Improvements

Dredging and Pilings

The proposed improvements to Berths 226-229 include 1) the installation of approximately 1,400 linear feet of king piles and sheet piles to accommodate the dredging activities and deeper design depth; and 2) dredging to increase the depth from -45 to -53 feet MLLW plus two feet of overdepth tolerance (for a total of -55 feet MLLW). The maximum tip elevations of the king piles and sheet piles would be approximately 110 feet MLLW (see Figure 2-6 of Chapter 2 of the Draft EIS/EIR), 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) the installation of sheet piles to accommodate the dredging activities and increased design depth; and 2) dredging to increase the depth from -45 to -47 feet MLLW plus two feet of overdepth tolerance (for a total of -49 feet MLLW). 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 (see Figure 2-7 of Chapter 2 of the Draft EIS/EIR).

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 two 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 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 slightly larger than 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) (see Photograph ES-1 for an example of crane positions). The new cranes would be approximately 376 feet when stowed, and able to offload cargo from ships loaded up to 22 containers wide. The implementation of the proposed Project also includes the raising of up to five existing cranes to 376 feet when stowed. See Table E-1 for a summary of the cranes at the Project site with implementation of the proposed Project. 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. After raising the existing cranes, the three remaining smaller cranes would be left along the southern portion of the wharf.

Table ES-1: Everport Container Terminal Crane Specifications

	Existing[1]				Proposed			
Crane No.	Crane Height (ft)	Stow Height (ft)	Vessel Size	Containers Across	Crane Height (ft)	Stow Height (ft)	Vessel Size[1]	Containers Across
1	206	262	10,000	19	206	262	10,000	19
2	206	262	10,000	19	206	262	10,000	19
3	206	262	10,000	19	206	262	10,000	19
4	259	330	16,000	22	304	376	18,000	22
5	259	330	16,000	22	304	376	18,000	22
6	259	330	16,000	22	304	376	18,000	22
7	259	330	16,000	22	304	376	18,000	22
8	259	330	16,000	22	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22

Source: CDM Smith, 2017 ft = feet n/a = not applicable

Notes:

[1] In 2013 (CEQA Baseline), the terminal utilized eight cranes. Three of those cranes were scheduled for replacement under a previously approved project (APP 100908-085. See NOI/NOP in Appendix A for additional information on that project). In 2015, the three replacement cranes were installed; however, the older replaced cranes have not yet been removed and are out of service but still present. Because these three cranes will be removed in the future to complete that replacement project, they are not reflected in this table.

[2] Although some of the cranes can accommodate a fully laden 18,000 TEU vessel, the maximum vessel size that the wharves can accommodate after deepening (to -55 feet at Berths 226-229 and -49 feet at Berths 230-232) is limited to 16,000 TEU vessels.

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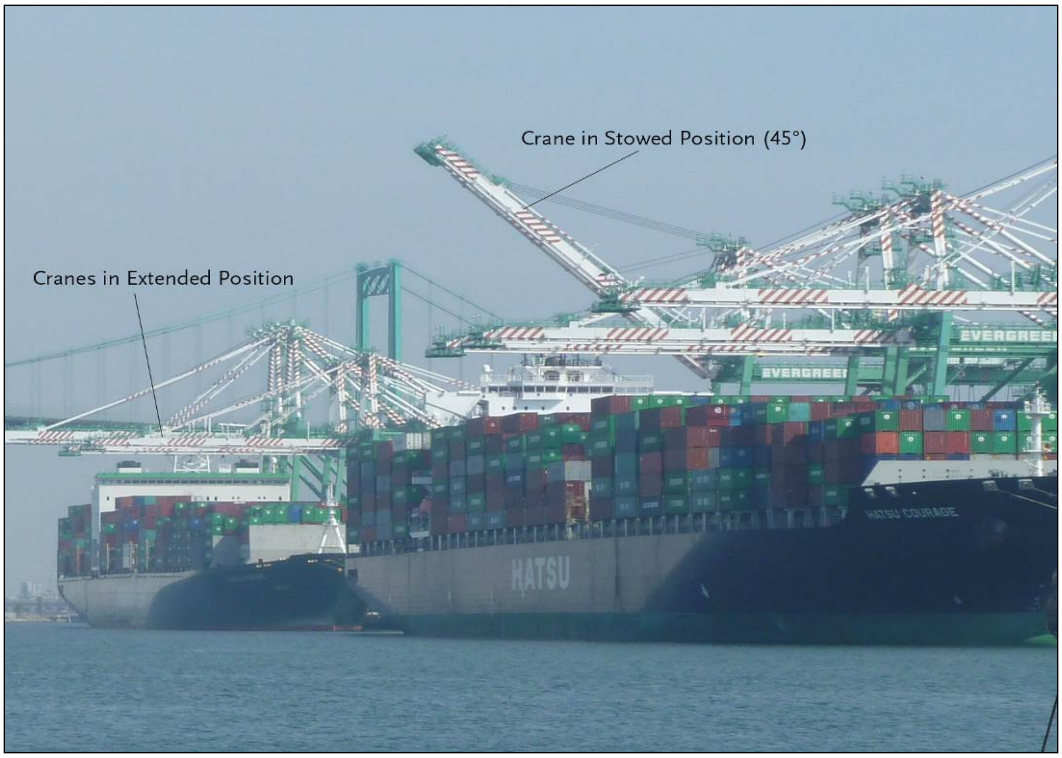

Photograph ES-1: Example of Crane Positions at the Everport Container Terminal.

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 liquid bulk terminal (formerly ExxonMobil) at Berths 238-240 and the approximately 22-acre area immediately south of the existing terminal boundary and north of Cannery Street (see Figure 2-4 in Chapter 2 of the Draft EIS/EIR).

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 (see Figure 2-5 in Chapter 2 of the Draft EIS/EIR), 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 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.

ES.4 Alternatives to the Project

ES.4.1 Basis of Alternatives

This Draft EIS/EIR must evaluate a reasonable range of alternatives to the proposed Project and should briefly describe the rationale for selection and rejection of alternatives, compare the merits of the alternatives, and determine an environmentally preferred alternative (under NEPA) and an environmentally superior alternative (under CEQA).

The lead agencies may make an initial determination as to which alternatives are feasible and, therefore, merit in-depth consideration. The lead agencies may also determine which alternatives are considered to be infeasible. The selection of alternatives need not be beyond a reasonable range necessary to permit choices between the alternatives and the proposed Project.

ES.4.2 Alternatives Considered

A number of alternatives were considered during preparation of this Draft EIS/EIR. Of these, five alternatives (in addition to the proposed Project) with the potential to meet most of the proposed Project objectives have been carried forward for detailed analysis (see Chapter 2, Project Description for detailed descriptions and the detailed analysis in Chapter 3, Environmental Analysis, and Chapter 6, Comparison of Alternatives, of this Draft EIS/EIR for more information).

ES.4.2.1 Alternatives Analyzed in this Draft EIS/EIR

The five alternatives to the proposed Project that are considered in this Draft EIS/EIR are:

Alternative 1 – No Federal Action

Alternative 2 – No Project

Alternative 3 – Reduced Project: Reduced Wharf Improvements

Alternative 4 – Reduced Project: No Backland Improvements

Alternative 5 – Expanded On-Dock Railyard: Wharf and Backland Improvements with an Expanded TICTF

Table ES-2 provides a summary of the differences in construction and operation of the proposed Project and each alternative at full build-out in 2038. Chapter 2, Project Description, of the Draft EIS/EIR contains a more detailed discussion of the alternatives.

Table ES-2: Summary of Proposed Project and Alternatives

	Proposed Project (2038)	Alt. 1: No Federal Action (also the NEPA Baseline) (2038)	Alt. 2: No Project (2038)	Alt. 3: Reduced Wharf (2038)	Alt 4: No Backland Improvements (2038)	Alt 5: Expanded On-Dock Railyard (2038)
Annual TEUs	2,379,525	1,818,000	1,818,000	2,250,000	2,115,133	2,379,525
Annual Peel-Off Yard Throughput[1]	129,525	None	None	None	115,133	129,525
Annual Ship Calls[2]	208	208	208	208	208	208
24-hour Peak Day Ship Calls	2	2	2	2	2	2
Average Daily Truck Trips (peak month)	7,028	4,815	4,815	6,516	5,985	6,818
Average Daily Train Trips (peak month)	5.5[3]	4.2	4.2	5.2	4.9	5.5[3]
Operating Cranes	13	8	8	13	13	13
Total Dredging (cy)	38,000	0	0	30,000	38,000	38,000
Maximum Vessel Size						
Berths 226-229	16,000	8,000	8,000	16,000	16,000	16,000
Berths 230-232	10,000	8,000	8,000	8,000	10,000	10,000

Notes:

[1] Peel-off yards serve as off-site backlands to the terminal. Peel-off yard throughput is included in the total annual throughput for the proposed Project and alternatives that are not berth-constrained.

[2] Although various alternatives handle different throughput, the vessel calls are the same because of vessel strings, which is described in Chapter 1, Section 1.2.2.3.

[3] Although the proposed Project and Alternative 5 have the same average daily train trips (during the peak month), there is a difference between the number of on-dock and off-dock trains.

ES.4.2.2 Alternative 1 – No Federal Action

Alternative 1 is a NEPA-required no action alternative and is also representative of the NEPA baseline. This alternative includes the activities that would occur absent a DA permit, and could include improvements that require a local permit. Absent a DA permit, no dredging, dredged material disposal, in-water pile installation, or new crane installation or raising of existing cranes would occur. The existing terminal's ability to handle larger ships would be facilitated by activities that require a DA permit (dredging, in-water pile driving, and new/raising cranes). Therefore, without the activities that address the capacity constraints of the terminal's berths (which would allow the terminal to service larger ships), the existing terminal capacity would not be increased. The No Federal Action Alternative includes additional backlands (addition of the 1.5-acre and 22-

acre expansion areas) to improve efficiency; however, the additional backland area would not change the throughput capacity of the existing terminal.

The terminal would continue to operate as an approximately 229-acre container terminal where cargo containers are loaded to/from vessels, temporarily stored on backlands, and transferred to/from trucks or on-dock rail. In addition, the No Federal Action alternative would include a lease extension to 2038, which would require a local action, but not a federal action. Based on the throughput projections, the Everport Container Terminal is expected to operate at its capacity of approximately 1,818,000 TEUs by 2038 and require 208 annual vessel calls. This alternative would result in a maximum of two ship calls (over a 24-hour period), the same as for the proposed Project, although the vessels would be limited in size to 8,000 TEUs. The terminal would require an average of 792 daily employees by 2038 under this alternative. AMP facilities have been installed and are currently in use at Berths 227 (two AMP vaults) and 230 (one AMP vault). Five additional AMP vaults would also be added to the wharf under the No Federal Action Alternative.

Under Alternative 1, the terminal's 2038 throughput is projected to result in an annual average of 3.8 trains per day, and an average of 4.2 trains per day during the peak month. This alternative would also result in 4,815 average daily truck trips during the peak month. 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 existing TICTF under Alternative 1 is projected to have sufficient capacity to handle the full amount of anticipated demand for on-dock rail facilities associated with the maximum terminal throughput of 1,818,000 TEUs. The volume of cargo passing through off-dock railyards is projected to increase from 53,791 TEUs in 2013 to 120,859 TEUs by 2038. The percentage of terminal throughput that would be handled by on-dock rail is expected to increase from approximately 18.5 percent in 2013 to up to approximately 33.4 percent by 2038 under this alternative and off-dock railyards from approximately 4.3 percent in 2013 to approximately 6.6 percent by 2038.

ES.4.2.3 Alternative 2 – No Project

Alternative 2 is a CEQA-only alternative. The No Project Alternative (Alternative 2) is not evaluated under NEPA because NEPA requires an evaluation of the No Federal Action Alternative (Alternative 1) (see Section 2.9.1.1). Section 15126.6(e) of the State CEQA Guidelines requires the analysis of a no project alternative. This no project analysis must discuss the existing conditions as well as what would be reasonably expected to occur in the foreseeable future if the proposed Project is not approved.

Under Alternative 2, none of the proposed construction activities would occur in water or in water-side or backland areas. LAHD would not implement any terminal improvements or increases in backland acreage. No new cranes would be added, no cranes would be raised, and no dredging would occur. The current lease that expires in 2028 has an option for a ten-year extension, which would mean the existing terminal could operate at current conditions through 2038.

Under Alternative 2, the existing Everport Container Terminal would continue to operate as an approximately 205-acre container terminal. Based on the throughput projections for the Port, the Everport Container Terminal is expected to operate at its existing

capacity of approximately 1,818,000 TEUs by 2038 and require 208 annual vessel calls. This alternative would result in a maximum of two ship calls (over a 24-hour period), the same as for the proposed Project, however the vessels would be a maximum size of 8,000 TEUs. The terminal would require an average of 792 daily employees by 2038 under this alternative. AMP facilities have been installed and are currently in use at Berths 227 (two existing AMP vaults) and 230 (one existing AMP vault).

Under Alternative 2, the terminal's 2038 throughput is projected to result in an annual average of 3.8 trains per day, and an average of 4.2 trains per day during the peak month. This alternative would also result in 4,815 average daily truck trips during the peak month. 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 existing TICTF under Alternative 2 is projected to have sufficient capacity to handle the full amount of anticipated demand for on-dock rail facilities associated with the maximum terminal throughput of 1,818,000 TEUs. The volume of cargo passing through off-dock railyards is projected to increase from 53,791 TEUs in 2013 to 120,859 TEUs by 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 up to approximately 33.4 percent by 2038 under this alternative and off-dock railyards from approximately 4.3 percent in 2013 to approximately 6.6 percent by 2038.

ES.4.2.4 Alternative 3 – Reduced Project: Reduced Wharf Improvements

Alternative 3 includes improvements to Berths 226-229 as well as backland improvements identified in the proposed Project. Under this alternative, Berths 226-229 would be dredged to -53 MLLW, 1,400 linear feet of king piles and sheet piles would be installed along the wharf, five new cranes would be installed, and the raising (height modification) of up to five existing cranes would occur. There would be two operating berths after construction, similar to the proposed Project, but Berths 230-232 would remain at their existing depth (-45' MLLW) and no sheet pile would be installed along these berths. This alternative would require less dredging (by approximately 8,000 cubic yards) and less pile driving than the proposed Project. Based on the throughput projections, this alternative is expected to operate at its capacity of 2,250,000 TEUs by 2038. This alternative would accommodate the largest vessels (16,000 TEUs) at Berths 226-229. The existing design depth that remains at Berths 230-232 would only be capable of handling vessels up to 8,000 TEUs. While the terminal could handle greater throughput than the No Project and No Federal Action alternatives, this reduced project alternative would not achieve the same level of operational efficiency as achieved by the proposed Project, because it would only accommodate the larger vessels at one wharf location compared to two wharf locations under the proposed Project. Under this alternative, 208 vessels would call on the terminal by 2038, the same as for the proposed Project. Additionally, because this alternative would have the same number of operating berths as the proposed Project, this alternative would result in a maximum of two ship calls (over a 24-hour period), the same as for the proposed Project. The terminal would require an average of 949 daily employees by 2038 under this alternative.

Under Alternative 3, the terminal's 2038 throughput is projected to result in an annual average of 4.7 trains per day, and an average of 5.2 trains per day during the peak month. This alternative would also result in 6,516 average daily truck trips during the peak

month. 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 existing TICTF under Alternative 3 is projected to have sufficient capacity to handle the full amount of anticipated demand for on-dock rail facilities associated with the maximum terminal throughput of 2,250,000 TEUs. The volume of cargo passing through off-dock railyards is projected to increase from 53,791 TEUs in 2013 to 293,659 TEUs by 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 up to approximately 26.9 percent by 2038 under this alternative and off-dock railyards from approximately 4.3 percent in 2013 to approximately 13.1 percent by 2038.

ES.4.2.5 Alternative 4 – Reduced Project: No Backland Improvements

Alternative 4 would include improvements to Berths 226-229 and Berths 230-232 as identified in the proposed Project but, with limited backland improvements. Under this alternative, there would be two operating berths after construction, similar to the proposed Project. This alternative would require the same dredging, disposal, crane installation and modifications, and wharf improvements as the proposed Project. This alternative would accommodate the largest vessels (16,000 TEUs) at Berths 226-229. The new design depth at Berths 230-232 would be capable of handling vessels up to 10,000 TEUs. Based on the throughput projections, this alternative is expected to operate at its capacity of approximately 2,115,133 TEUs by 2038, which is less than the proposed Project. Under this reduced project alternative, the container terminal would not improve or relocate the gate complex and would not result in any development on the 22-acre backlands expansion area (and would therefore not affect the former Canner's Steam Company Plant or archaeological resources); however, this alternative would handle a lower level of cargo throughput (up to 264,392 TEUs) than the proposed Project. Under this alternative, 208 vessels would call on the terminal by 2038, the same as for the proposed Project. Additionally, because this alternative would have the same number of operating berths as the proposed Project, this alternative would result in a maximum of two ship calls (over a 24-hour period), the same as for the proposed Project. The terminal would require an average of 897 daily employees by 2038 under this alternative.

Under Alternative 4, the terminal's 2038 throughput is projected to result in an annual average of 4.5 trains per day, and an average of 4.9 trains per day during the peak month. This alternative would also result in 5,985 average daily truck trips during the peak month. 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 existing TICTF under Alternative 4 is projected to have sufficient capacity to handle the full amount of anticipated demand for on-dock rail facilities associated with the maximum terminal throughput of 2,115,133 TEUs. The volume of cargo passing through off-dock railyards is projected to increase from 53,791 TEUs in 2013 to 239,732 TEUs by 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 up to approximately 28.7 percent by 2038 under this alternative and off-dock railyards from approximately 4.3 percent in 2013 to approximately 11.3 percent by 2038.

ES.4.2.6 Alternative 5 – Expanded On-Dock Railyard: Wharf and Backland Improvements with an Expanded TICTF

Alternative 5 would include improvements to Berths 226-229, Berths 230-232, and backland improvements identified in the proposed Project as well as construction of an additional on-dock rail track at the TICTF. Under this alternative, there would be two operating berths after construction, the same as the proposed Project. This alternative would require the same dredging as the proposed Project. This alternative would accommodate the largest vessels (16,000 TEUs) at Berths 226-229. The new design depth at Berths 230-232 would be capable of handling vessels up to 10,000 TEUs. Based on the throughput projections, this alternative is expected to operate at its capacity of approximately 2,379,525 TEUs by 2038, the same as the proposed Project. Under this alternative, 208 vessels would call on the terminal by 2038, the same as the proposed Project. Additionally, because this alternative would have the same number of operating berths as the proposed Project, this alternative would result in a maximum of two ship calls (over a 24-hour period), the same as for the proposed Project. The terminal would require up to 999 employees by 2038 under this alternative.

Under Alternative 5, the terminal's 2038 throughput is projected to result in an annual average of 4.9 trains per day, and an average of 5.5 trains per day during the peak month. This alternative would also result in 6,818 average daily truck trips during the peak month. The terminal would have added capacity at the TICTF and be able to transport a greater number of containers via rail than the proposed Project (the additional rail at the TICTF would increase its capacity from 606,341 TEUs to 659,841 TEUs). Under Alternative 5, 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 659,841 TEUs through 2038. The improved TICTF under Alternative 5 is projected to have sufficient capacity to handle 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 291,969 TEUs by 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 27.7 percent by 2038 under this alternative and off-dock railyards from approximately 4.3 percent in 2013 to approximately 12.3 percent by 2038.

ES.4.3 Alternatives Eliminated from Further Consideration

A number of alternatives were considered based on comments received on the NOI/NOP and during preparation of this Draft EIS/EIR, but were eliminated from further discussion and detailed analysis. These alternatives are described in Section 2.9.2 in Chapter 2, Project Description, along with an explanation of the rationale leading to their exclusion from further analysis. Alternatives considered but eliminated from further evaluation include the following:

- Use of West Coast Ports Outside of the Port Complex
- Other Sites within the Port Complex

ES.5 Environmental Impacts

This Draft EIS/EIR has been prepared to evaluate potentially significant impacts associated with the proposed Project and alternatives, and to evaluate if the proposed Project could result in cumulative impacts with other development projects in the surrounding area. A significant impact is an impact determination under CEQA or NEPA and refers to a substantially or potentially substantial significant change in any of the physical conditions within the area affected by the proposed Project. Mitigation measures have been proposed to reduce or eliminate potentially significant impacts wherever feasible. The level of impact after implementation of mitigation is described as the residual impact.

ES.5.1 Impacts Considered in this Draft EIS/EIR

The scope of this Draft EIS/EIR was established based on the NOI issued by USACE and NOP issued by LAHD on October 24, 2014. The NOI, NOP, and Public Meeting held on November 13, 2014 identified potential impact areas of the proposed Project. The NOP also determined that several resource areas would not be affected. In accordance with CEQA, issues found in the NOP/Initial Study to have No Impact do not require further evaluation and are not addressed in this Draft EIS/EIR. Therefore, this Draft EIS/EIR does not address impacts to the following environmental resource areas: agriculture and forest resources, land use and planning, mineral resources, population and housing, public services, recreation, or utilities.

ES.5.2 Impacts of the Proposed Project and Alternatives

Based on the NOI, NOP, the scoping process for this Draft EIS/EIR, and refinements to the proposed Project, the following issues have been determined to be potentially significant or are required to be analyzed, and are included in this Draft EIS/EIR.

- Aesthetics and Visual Resources
- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Ground Transportation
- Groundwater and Soils
- Hazards and Hazardous Materials
- Marine Transportation
- Noise
- Water Quality, Sediments, and Oceanography

Sections 3.1 through 3.11 of Chapter 3, Environmental Analysis, of this Draft EIS/EIR discuss the anticipated potential environmental effects associated with the resource areas listed above for the proposed Project and alternatives. These issues are discussed in separate sections, and mitigation measures to avoid the impacts or to reduce the impacts

to a less-than-significant level are proposed whenever possible. In addition, Chapter 5, Environmental Justice, evaluates the potential for the proposed Project and the alternatives to result in high and adverse impacts that disproportionately affect low income and/or minority populations. Chapter 6, Comparison of Alternatives, describes the five project alternatives and identifies the environmental impacts related to each alternative. Chapter 7, Socioeconomics, evaluates the potential socioeconomic effects for the proposed Project and the alternatives in terms of employment directly and indirectly related to construction and operation, as well as associated wages and tax revenues. Summary descriptions of the impacts, mitigation measures, and residual impacts for the proposed Project and alternatives are provided in Table ES-3.

1

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
3.1 Aesthetics and Visual Resources				
Proposed Project	**AES-1:** Construction and operation of the proposed Project would not result in a substantial adverse effect on a scenic vista.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-2: Construction and operation of the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-3: Construction and operation of the proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-4: Construction and operation of the proposed Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-5: Construction and operation of the proposed Project would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 1 – No Federal Action	**AES-1:** Construction and operation of Alternative 1 would not result in a substantial adverse effect on a scenic vista.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-2: Construction and operation of Alternative 1 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 1 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 1 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AES-5: Construction and operation of Alternative 1 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: No impact	No mitigation is required.	NEPA: No impact
Alternative 2 – No Project	**AES-1:** Construction and operation of Alternative 2 would not result in a substantial adverse effect on a scenic.	CEQA: No impact	No mitigation is required.	CEQA: No impact
	AES-2: Construction and operation of Alternative 2 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: No impact	No mitigation is required.	CEQA: No impact
	AES-3: Construction and operation of Alternative 2 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: No impact	No mitigation is required.	CEQA: No impact
	AES-4: Construction and operation of Alternative 2 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 2 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Not Applicable	Mitigation not applicable	NEPA: Not Applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**AES-1:** Construction and operation of the Alternative 3 would not result in a substantial adverse effect on a scenic vista.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-2: Construction and operation of the Alternative 3 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-3: Construction and operation of the Alternative 3 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-4: Construction and operation of the Alternative 3 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AES-5: Construction and operation of the Alternative 3 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 4 – Reduced Project: No Backland Improvements	**AES-1:** Construction and operation of the Alternative 4 would not result in a substantial adverse effect on a scenic vista.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-2: Construction and operation of the Alternative 4 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-3: Construction and operation of the Alternative 4 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-4: Construction and operation of the Alternative 4 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-5: Construction and operation of the Alternative 4 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**AES-1:** Construction and operation of the Alternative 5 would not result in a substantial adverse effect on a scenic vista.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-2: Construction and operation of the Alternative 5 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-3: Construction and operation of the Alternative 5 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-4: Construction and operation of the Alternative 5 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AES-5: Construction and operation of the Alternative 5 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
3.2 Air Quality and Meteorology				
Proposed Project	**AQ-1:** The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-6.	CEQA: Construction would be significant for NO_X in 2018 and 2019 and for VOC in 2019. Overlapping construction and operations would be significant for NO_X in 2019.	**MM AQ-1:** Harbor Craft Used During Construction. **MM AQ-2:** On-Road Trucks Used during Construction. **MM AQ-3:** Non-Road Construction Equipment. **MM AQ-4:** Cargo Ships Used During Construction. **MM AQ-5:** General Mitigation Measure.	CEQA: Construction would be significant and unavoidable for NO_X in 2018 and 2019 and VOC in 2019. Overlapping construction and operations would be significant and unavoidable for NO_X in 2019.
		NEPA: Construction would be significant for NO_X in 2018 and 2019 and for VOC in 2019. Overlapping construction and operations would be significant for $PM_{2.5}$, NO_X, and VOC in 2019.		NEPA: Construction would be significant and unavoidable for NO_X in 2018 and 2019 and VOC in 2019. Overlapping construction and operations would be significant and unavoidable for NO_X and VOC in 2019.
	AQ-2: Proposed Project construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-7.	CEQA: Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant for NO_2 (federal 1-hour average) and PM_{10} (24-hour and annual average).	**MM AQ-1 through MM AQ-5**	CEQA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO_2 (federal 1-hour average) and PM_{10} (24-hour and annual average).

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
		NEPA: Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant for NO_2 (federal 1-hour average).		NEPA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO_2 (federal 1-hour average).
	AQ-3: The proposed Project would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8.	CEQA: Operations would be significant for NO_X in 2019, 2033, and 2038 and CO and VOC in 2033 and 2038.	**MM AQ-6:** Vessel Speed Reduction Program (VSRP). **MM AQ-7:** Alternative Maritime Power (AMP). **LM AQ-1:** Replacement of Equipment and Review of New Technology and Regulations. **LM AQ-2:** Priority Access System.	CEQA: Operations would be significant and unavoidable for CO and VOC in 2033 and 2038.
		NEPA: Operations would be significant for NO_X in 2019, 2026, 2033, and 2038; VOC in 2026, 2033, and 2038; and CO and $PM_{2.5}$ in 2033 and 2038.		NEPA: Operations would be significant and unavoidable for NO_X in 2026, 2033, 2038 and CO and VOC in 2033 and 2038.
	AQ-4: Proposed project operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-9.	CEQA: Operations would be significant for NO_2 (federal 1-hour average), PM_{10} (24-hour and annual averages), and $PM_{2.5}$ (24-hour average).	**MM AQ-6 and MM AQ-7**	CEQA: Operations would be significant and unavoidable for NO_2 (federal 1-hour average), PM_{10} (24-hour and annual averages), and $PM_{2.5}$ (24-hour average).
		NEPA: Operations would be significant for PM_{10} (24-hour and annual averages).		NEPA: Operations would be significant and unavoidable for PM_{10} (24-hour and annual averages).
	AQ-5: The proposed Project would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: The proposed Project would not create an	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	objectionable odor at the nearest sensitive receptor.	NEPA: Less than significant		NEPA: Less than significant
	AQ-7: The proposed Project would expose receptors to significant levels of TACs.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Construction and operation would be significant for individual cancer risk and population cancer burden.	**MM AQ-1 through MM AQ-7, LM AQ-1, and LM AQ-2**	NEPA: Less than significant
	AQ-8: The proposed Project would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant.
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 - No Federal Action	**AQ-1:** Alternative 1 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-6.	CEQA: Construction would be significant for NO_X in 2018. Overlapping construction and operations would be significant for NO_X in 2018 and 2019.	**MM AQ-1 through MM AQ-5**	CEQA: Less than significant.
		NEPA: No impact	Mitigation is not applicable	NEPA: No impact
	AQ-2: Alternative 1 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-7.	CEQA: Construction would be significant for construction NO_2 (federal 1-hour average). Overlapping construction and operations would be significant for PM_{10} (annual average).	**MM AQ-1 through MM AQ-5**	CEQA: Construction would be significant and unavoidable for construction NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for PM_{10} (annual average).
		NEPA: No impact.	Mitigation is not applicable	NEPA: No impact.
	AQ-3: Alternative 1 would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8.	CEQA: Operations would be significant for NO_X in 2019, 2033, and 2038 and CO and VOC in 2033 and 2038.	**MM AQ-6 and MM AQ-7**	CEQA: Operations would be significant and unavoidable for CO and VOC in 2033 and 2038.
		NEPA: No impact	Mitigation is not applicable	NEPA: No impact.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AQ-4: Alternative 1 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-9.	CEQA: Operations would be significant for NO_2 (federal 1-hour average), PM_{10} (24-hour and annual averages), and $PM_{2.5}$ (24-hour average).	**MM AQ-6 and MM AQ-7**	CEQA: Operations would be significant and unavoidable for NO_2 (federal 1-hour average), PM_{10} (24-hour and annual averages), and $PM_{2.5}$ (24-hour average).
		NEPA: No impact	Mitigation is not applicable	NEPA: No impact
	AQ-5: Alternative 1 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: No impact	Mitigation is not applicable	NEPA: No impact
	AQ-6: Alternative 1 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: No impact	Mitigation is not applicable	NEPA: No impact
	AQ-7: Alternative 1 would not expose receptors to significant levels of TACs.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: No impact	Mitigation is not applicable	NEPA: No impact
	AQ-8: Alternative 1 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant	Mitigation is not applicable	NEPA: Less than significant
Alternative 2 – No Project	**AQ-1:** Alternative 2 would not result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-6.	CEQA: No impact	CEQA: No mitigation is required	CEQA: No impact
		NEPA: Not applicable	NEPA: Mitigation is not applicable	NEPA: Not applicable
	AQ-2: Alternative 2 construction would not result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-7.	CEQA: No impact	CEQA: No mitigation is required	CEQA: No impact
		NEPA: Not applicable	NEPA: Mitigation is not applicable	NEPA: Not applicable
	AQ-3: Alternative 2 would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8.	CEQA: Operations would be significant for NO_X in 2019, 2033, and 2038 and CO and VOC in 2033 and 2038.	CEQA: Mitigation is not applicable	CEQA: Operations would be significant and unavoidable for NO_X in 2019, 2033, and 2038 and CO and VOC in 2033 and 2038.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
		NEPA: Not applicable	NEPA: Mitigation is not applicable	NEPA: Not applicable
	AQ-4: Alternative 2 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-9.	CEQA: Operations would be significant for PM_{10} (24-hour and annual averages).	CEQA: Mitigation is not applicable	CEQA: Operations would be significant and unavoidable for PM_{10} (24-hour and annual averages).
		NEPA: Not applicable	NEPA: Mitigation is not applicable	NEPA: Not applicable
	AQ-5: Alternative 2 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Mitigation is not applicable	NEPA: Not applicable
	AQ-6: Alternative 2 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Mitigation is not applicable	NEPA: Not applicable
	AQ-7: Alternative 2 would not expose receptors to significant levels of TACs.	CEQA: Less than significant	CEQA: Mitigation is not applicable	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Mitigation is not applicable	NEPA: Not applicable
	AQ-8: Alternative 2 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Mitigation is not applicable	NEPA: Not applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**AQ-1:** Alternative 3 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-6.	CEQA: Construction would be significant for NO_X in 2018 and 2019 and for VOC in 2019. Overlapping construction and operations would be significant for NO_X in 2019.	**MM AQ-1 through MM AQ-5**	CEQA: Construction would be significant and unavoidable for NO_X in 2018 and 2019 and VOC in 2019. Overlapping construction and operations would be significant and unavoidable for NO_X in 2019.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
		NEPA: Construction would be significant for NO_X in 2018 and 2019 and for VOC in 2019. Overlapping construction and operations would be significant for NO_X and VOC in 2019.		NEPA: Construction would be significant and unavoidable for NO_X in 2018 and 2019 and VOC in 2019. Overlapping construction and operations would be significant and unavoidable for NO_X and VOC in 2019.
	AQ-2: Alternative 3 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-7.	CEQA: Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant for PM_{10} (24-hour and annual average).	**MM AQ-1 through MM AQ-5**	CEQA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for PM_{10} (24-hour and annual average).
		NEPA: Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant for NO_2 (federal 1-hour average).		NEPA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO_2 (federal 1-hour average).
	AQ-3: Alternative 3 would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8.	CEQA: Operations would be significant for NO_X, CO and VOC in 2033 and 2038.	**MM AQ-6, MM AQ-7, LM AQ-1, and LM AQ-2**	CEQA: Operations would be significant and unavoidable for CO and VOC in 2033 and 2038.
		NEPA: Operations would be significant for NO_X in 2019, 2026, 2033, and 2038; $PM_{2.5}$, CO, and VOC in 2033 and 2038.		NEPA: Operations would be significant and unavoidable for NO_X in 2026, 2033, and 2038 and CO in 2033 and 2038.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AQ-4: Alternative 3 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-9.	CEQA: Operations would be significant for NO_2 (federal 1-hour average), PM_{10} (24-hour and annual averages), and $PM_{2.5}$ (24-hour average).	**MM AQ-6 and MM AQ-7**	CEQA: Operations would be significant and unavoidable for NO_2 (federal 1-hour average), PM_{10} (24-hour and annual averages), and $PM_{2.5}$ (24-hour average).
		NEPA: Operations would be significant for PM_{10} (24-hour and annual averages).		NEPA: Operations would be significant and unavoidable for PM_{10} (24-hour and annual averages).
	AQ-5: Alternative 3 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: Alternative 3 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-7: Alternative 3 would expose receptors to significant levels of TACs.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Construction and operation would be significant for individual cancer risk.	**MM AQ-1 through MM AQ-5, LM AQ-1, and LM AQ-2**	NEPA: Less than significant
	AQ-8: Alternative 3 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant.
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project No Backland Improvements	**AQ-1:** Alternative 4 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-6.	CEQA: Construction would be significant for NO_X in 2018 and 2019 and for VOC in 2019. Overlapping construction and operations would be significant for NO_X in 2019.	**MM AQ-1 through MM AQ-5**	CEQA: Construction would be significant and unavoidable for NO_X in 2018 and 2019 and VOC in 2019. Overlapping construction and operations would be significant and unavoidable for NO_X in 2019.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
		NEPA: Construction would be significant for NO_X in 2018 and 2019 and for VOC in 2019. Overlapping construction and operations would be significant for NO_X and VOC in 2019.		NEPA: Construction would be significant and unavoidable for NO_X in 2018 and 2019 and VOC in 2019. Overlapping construction and operations would be significant and unavoidable for NO_X in 2019.
	AQ-2: Alternative 4 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-7.	CEQA: Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant for PM_{10} (annual average).	**MM AQ-1 through MM AQ-5**	CEQA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for PM_{10} (annual average).
		NEPA: Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant for NO_2 (federal 1-hour average).		NEPA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO_2 (federal 1-hour average).
	AQ-3: Alternative 4 would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8.	CEQA: Operations would be significant for NO_X and CO in 2033 and 2038.	**MM AQ-6, MM AQ-7, LM AQ-1, and LM AQ-2**	CEQA: Operations would be significant and unavoidable for CO in 2033 and 2038.
		NEPA: Operations would be significant for NO_X in 2019, 2026, 2033, and 2038.		NEPA: Operations would be significant and unavoidable for NO_X in 2026, 2033, and 2038.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AQ-4: Alternative 4 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-9.	CEQA: Operations would be significant for PM_{10} (24-hour and annual averages).	**MM AQ-6 and MM AQ-7**	CEQA: Operations would be significant and unavoidable for PM_{10} (24-hour and annual averages).
		NEPA: Operations would be significant for NO_2 (federal 1-hour and state annual average) and PM_{10} (24-hour and annual averages).		NEPA: Operations would be significant and unavoidable for NO_2 (federal 1-hour and state annual average) and PM_{10} (24-hour and annual averages).
	AQ-5: Alternative 4 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: Alternative 4 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-7: Alternative 4 would not expose receptors to significant levels of TACs.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-8: Alternative 4 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant.
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**AQ-1:** Alternative 5 would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-6.	CEQA: Construction would be significant for NO_X in 2018 and 2019 and for VOC in 2019. Overlapping construction and operations would be significant for NO_X in 2019.	**MM AQ-1 through MM AQ-5**	CEQA: Construction would be significant and unavoidable for NO_X in 2018 and 2019 and VOC in 2019. Overlapping construction and operations would be significant and unavoidable for NO_X in 2019.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
		NEPA: Construction would be significant for NO_X in 2018 and 2019 and for VOC in 2019. Overlapping construction and operations would be significant for $PM_{2.5}$, NO_X, and VOC in 2019.		NEPA: Construction would be significant and unavoidable for NO_X in 2018 and 2019 and VOC in 2019. Overlapping construction and operations would be significant and unavoidable for NO_X and VOC in 2019.
	AQ-2: Alternative 5 construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-7.	CEQA: Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal and state 1-hour average). Overlapping construction and operations would be significant for PM_{10} (24-hour and annual average).	**MM AQ-1 through MM AQ-5**	CEQA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for PM_{10} (24-hour and annual average).
		NEPA: Maximum off-site ambient air pollutant concentrations would be significant for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant for NO_2 (federal 1-hour average).		NEPA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO_2 (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO_2 (federal 1-hour average).
	AQ-3: Alternative 5 would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8.	CEQA: Operations would be significant for NO_X in 2019, 2033, and 2038 and CO and VOC in 2033 and 2038.	**MM AQ-6, MM AQ-7, LM AQ-1, and LM AQ-2**	CEQA: Operations would be significant and unavoidable for CO and VOC in 2033 and 2038.
		NEPA: Operations would be significant for NO_X in 2019, 2026, 2033, and 2038; VOC in 2026, 2033, and 2038; and $PM_{2.5}$ and CO in 2033 and 2038.		NEPA: Operations would be significant and unavoidable for NO_X in 2026, 2033, 2038 and CO and VOC in 2033 and 2038.

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AQ-4: Alternative 5 operations would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-9.	CEQA: Operations would be significant for NO_2 (federal 1-hour average), PM_{10} (24-hour and annual averages), and $PM_{2.5}$ (24-hour average).	**MM AQ-6 and MM AQ-7**	CEQA: Operations would be significant and unavoidable for NO_2 (federal 1-hour average), PM_{10} (24-hour and annual averages), and $PM_{2.5}$ (24-hour average).
		NEPA: Operations would be significant for PM_{10} (24-hour and annual averages).		NEPA: Operations would be significant and unavoidable for PM_{10} (24-hour and annual averages).
	AQ-5: Alternative 5 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-6: Alternative 5 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	AQ-7: Alternative 5 would expose receptors to significant levels of TACs.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Construction and operation would be significant for individual cancer risk and population cancer burden.	**MM AQ-1 through MM AQ-7, LM AQ-1, and LM AQ-2**	NEPA: Less than significant
	AQ-8: Alternative 5 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant.
		NEPA: Less than significant		NEPA: Less than significant
3.3 Biological Resources				
Proposed Project	**BIO-1**: The proposed Project could cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Potentially Significant	**MM BIO-1:** Protect Marine Mammals and **MM AQ-6:** VSRP	CEQA: Less than significant
		NEPA: Potentially Significant		NEPA: Less than significant
	BIO-2: The proposed Project would not interfere with wildlife movement that could diminish the chances for long-term survival of a species.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	BIO-3: The proposed Project has the potential to introduce noise, light, or nonnative species into the Harbor that could substantially disrupt local biological communities.	CEQA: Potentially significant	CEQA: No mitigation is available.	CEQA: Significant and unavoidable.
		NEPA: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant.
	BIO-4: The proposed Project would not result in a permanent loss of marine habitat.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Federal Action	**BIO-1:** Alternative 1 would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	BIO-2: Alternative 1 would not interfere with wildlife movement that could diminish the chances for long-term survival of a species.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	BIO-3: Alternative 1 has the potential to introduce noise, light, or nonnative species into the Harbor that could substantially disrupt local biological communities.	CEQA: Potentially significant	CEQA: No mitigation is available.	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is required.	NEPA: No impact
	BIO-4: Alternative 1 would not result in a permanent loss of marine habitat.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: No impact		NEPA: No impact
Alternative 2 – No Project	**BIO-1:** Alternative 2 would not cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Mitigation is not applicable.	NEPA: Not applicable
	BIO-2: Alternative 2 would not interfere with wildlife movement that could diminish the chances for long-term survival of a species.	CEQA: No impact	CEQA: No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	NEPA: Mitigation is not applicable.	NEPA: Not applicable
	BIO-3: Alternative 2 has the potential to introduce noise, light, or nonnative species into the Harbor that could substantially disrupt local biological communities.	CEQA: Potentially significant	CEQA: No mitigation is available.	CEQA: Significant and unavoidable
		NEPA: Not applicable	NEPA: Mitigation is not applicable.	NEPA: Not applicable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	BIO-4: Alternative 2 would not result in a permanent loss of marine habitat.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Mitigation is not applicable.	NEPA: Not applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**BIO-1**: Alternative 3 could cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Potentially significant	**MM BIO-1 and MM AQ-6**	CEQA: Less than significant
		NEPA: Potentially significant		NEPA: Less than significant
	BIO-2: Alternative 3 would not interfere with wildlife movement that could diminish the chances for long-term survival of a species.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-3: Alternative 3 has the potential to introduce noise, light, or nonnative species into the Harbor that could substantially disrupt local biological communities.	CEQA: Potentially significant	No mitigation is required.	CEQA: Significant and unavoidable
		NEPA: Less than significant		NEPA: Less than significant
	BIO-4: Alternative 3 would not result in a permanent loss of marine habitat.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project: No Backland Improvements	**BIO-1**: Alternative 4 could cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Potentially Significant	**MM BIO-1 and MM AQ-6**	CEQA: Less than significant
		NEPA: Potentially Significant		NEPA: Less than significant
	BIO-2: Alternative 4 would not interfere with wildlife movement/migration corridors.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-3: Alternative 4 has the potential to introduce noise, light, or nonnative species into the Harbor that could substantially disrupt local biological communities.	CEQA: Potentially significant	CEQA: No mitigation is available.	CEQA: Significant and unavoidable
		NEPA: Less than significant	NEPA: No mitigation is required.	NEPA: Less than significant
	BIO-4: Alternative 4 would not result in a permanent loss of marine habitat.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**BIO-1**: Alternative 5 could cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	CEQA: Potentially Significant	**MM BIO-1 and MM AQ-6**	CEQA: Less than significant
		NEPA: Potentially Significant		NEPA: Less than significant
	BIO-2: Alternative 5 would not interfere with wildlife movement that could diminish the chances for long-term survival of a species/.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	BIO-3: Alternative 5 has the potential to introduce noise, light, or nonnative species into the Harbor that could substantially disrupt local biological communities.	CEQA: Potentially significant	CEQA: No mitigation is available.	CEQA: Significant and unavoidable
		NEPA: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant
	BIO-4: Alternative 5 would not result in a permanent loss of marine habitat.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
3.4 Cultural Resources				
Proposed Project	**CR-1**: The proposed Project would have a significant impact on built environment historical resources.	CEQA: Potentially significant	CEQA: **MM CR-1:** Historic Resource Recordation	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is required.	NEPA: No impact
	CR-2: The proposed Project would cause a substantial adverse change in the significance of an archaeological or ethnographic resource.	CEQA: Potentially significant	CEQA: **MM CR-2:** Completion of Phase I Cultural Resource Investigation **MM CR-3:** Pre-construction Worker Training **SC CR-1**: Stop Work if Prehistoric and/or Archaeological Resources are Encountered	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is required. **SC CR-1**	NEPA: No impact
	CR-3: The proposed Project would not result in the permanent loss of, or loss of access to, a significant paleontological resource.	CEQA: Less than significant	CEQA: No mitigation is required. **SC CR-2**: Unanticipated Discovery of	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
			Paleontological Resources.	
		NEPA: No impact	NEPA: No mitigation is required. **SC CR-2**	NEPA: No impact
Alternative 1 – No Federal Action	**CR-1**: Alternative 1 would have a significant impact on built environment historical resources.	CEQA: Potentially significant	CEQA: **MM CR-1**	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is required.	NEPA: No impact
	CR-2: Alternative 1 would cause a substantial adverse change in the significance of an archaeological or ethnographic resource.	CEQA: Potentially significant	CEQA: **MM CR-2, MM CR-**3, and **SC CR-1**	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is required.	NEPA: No impact
	CR-3: Alternative 1 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.	CEQA: Less than significant	CEQA: No mitigation is required. **SC CR-2**	CEQA: Less than significant
		NEPA: No impact	NEPA: No mitigation is required.	NEPA: No impact
Alternative 2 – No Project	**CR-1**: Alternative 2 would not have a significant impact on built environment historical resources.	CEQA: No impact	CEQA; No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	NEPA: Mitigation not applicable	NEPA: Not applicable
	CR-2: Alternative 2 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource.	CEQA: No impact	CEQA: No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	NEPA: Mitigation not applicable	NEPA: Not applicable
	CR-3: Alternative 2 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.	CEQA: No impact	CEQA: No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	NEPA: Mitigation not applicable	NEPA: Not applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**CR-1**: Alternative 3 would have a significant impact on built environment historical resources.	CEQA: Potentially significant	CEQA: **MM CR-1**	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is required.	NEPA: No impact
	CR-2: Alternative 3 would cause a substantial adverse change in the significance of an archaeological or ethnographic resource.	CEQA: Potentially significant	CEQA: **MM CR-2, MM CR-3**, and **SC CR-1**	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is	NEPA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
			required. **SC CR-1**	
	CR-3: Alternative 3 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.	CEQA: Less than significant	CEQA: No mitigation is required. **SC CR-2**	CEQA: Less than significant
		NEPA: No impact	NEPA: No mitigation is required. **SC CR-2**	NEPA: No impact
Alternative 4 – Reduced Project: No Backland Improvements	**CR-1**: Alternative 4 would not have a significant impact on built environment historical resources.	CEQA: No impact	CEQA: No mitigation is required.	CEQA: No impact
		NEPA: No impact	NEPA: No mitigation is required.	NEPA: No impact
	CR-2: Alternative 4 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource.	CEQA: Less than significant	CEQA: No mitigation is required. **SC CR-1**	CEQA: Less than significant
		NEPA: No impact	NEPA: No mitigation is required. **SC CR-1**	NEPA: No impact
	CR-3: Alternative 4 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.	CEQA: Less than significant	CEQA: No mitigation is required. **SC CR-2**	CEQA: Less than significant
		NEPA: No impact	NEPA: No mitigation is required. **SC CR-2**	NEPA: No impact
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**CR-1:** Alternative 5 would have a significant impact on built environment historical resources.	CEQA: Potentially significant	CEQA: **MM CR-1**	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is required.	NEPA: No impact
	CR-2: Alternative 5 would cause a substantial adverse change in the significance of an archaeological or ethnographic resource.	CEQA: Potentially significant	CEQA: **MM CR-2, MM CR-3,** and SC CR-1	CEQA: Significant and unavoidable
		NEPA: No impact	NEPA: No mitigation is required. **SC CR-1**	NEPA: No impact
	CR-3: Alternative 5 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.	CEQA: Less than significant	CEQA: No mitigation is required. **SC CR-2**	CEQA: Less than significant
		NEPA: No impact	NEPA: No mitigation is required. **SC CR-2**	NEPA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
3.5 Greenhouse Gases				
Proposed Project	**GHG-1**: The proposed Project would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold.	CEQA: Potentially significant	**MM AQ-2.** On-road Trucks Used during Construction. **MM AQ-6**. VSRP **MM AQ-7**. AMP **MM GHG-1**. LED Lighting. **MM GHG-2.** Solar Electricity. **LM GHG-1.** GHG Credit Fund **LM AQ-1:** Replacement of Equipment and Review of New Technology and Regulations. **LM AQ-2:** Priority Access System.	CEQA: Significant and unavoidable
		NEPA: Not applicable	Mitigation measures are not applicable.	NEPA: Not applicable
Alternative 1 – No Federal Action	**GHG-1**: Alternative 1 would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold.	CEQA: Potentially significant	**MM AQ-2, MM AQ-6, MM AQ-7, MM GHG-1, and MM GHG-2; LM GHG-1, LM AQ-1, and LM AQ-2**	CEQA: Significant and unavoidable
		NEPA: Not applicable	Mitigation measures are not applicable.	NEPA: Not applicable
Alternative 2 – No Project	**GHG-1**: Alternative 2 would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold.	CEQA: Potentially significant	CEQA: **MM AQ-2, MM AQ-6, MM AQ-7, MM GHG-1, and MM GHG-2; LM GHG-1, LM AQ-1, and LM AQ-2**	CEQA: Significant and unavoidable
		NEPA: Not applicable	NEPA: Mitigation measures are not applicable.	NEPA: Not applicable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**GHG-1**: Alternative 3 would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold.	CEQA: Potentially significant	**MM AQ-2, MM AQ-6, MM AQ-7, MM GHG-1, and MM GHG-2; LM GHG-1, LM AQ-1, and LM AQ-2**	CEQA: Significant and unavoidable
		NEPA: Not applicable	Mitigation measures are not applicable.	NEPA: Not applicable
Alternative 4 – Reduced Project: No Backland Improvements	**GHG-1**: Alternative 4 would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold.	CEQA: Potentially significant	**MM AQ-2, MM AQ-6, MM AQ-7, MM GHG-1, and MM GHG-2; LM GHG-1, LM AQ-1, and LM AQ-2**	CEQA: Significant and unavoidable
		NEPA: Not applicable	Mitigation measures are not applicable.	NEPA: Not applicable
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with	**GHG-1**: Alternative 5 would generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO_2e threshold.	CEQA: Potentially significant	**MM AQ-2, MM AQ-6, MM AQ-7, MM GHG-1, and MM GHG-2; LM GHG-1, LM AQ-1, and LM AQ-2**	CEQA: Significant and unavoidable
		NEPA: Not applicable	Mitigation measures are not applicable.	NEPA: Not applicable
3.6 Ground Transportation				
Proposed Project	**TRANS-1:** Proposed Project construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with the proposed Project would not significantly impact volume/capacity ratios or level of service.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Potentially significant at Intersection #14	NEPA: No mitigation is available.	NEPA: Significant and unavoidable
	TRANS-3: An increase in on-site employees due to proposed	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	Project operations would not significantly increase public transit use.	NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Proposed Project operations would not significantly increase freeway congestion.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5 (For Informational Purposes): Proposed Project operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	TRANS-6: The proposed Project would not substantially increase transportation hazards due to a design feature.	CEQA: No Impact	No mitigation is required.	CEQA: No Impact
		NEPA: No Impact		NEPA: No Impact
Alternative 1 – No Federal Action	**TRANS-1:** Alternative 1 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	TRANS-2: Long-term vehicular traffic associated with Alternative 1 would not significantly impact volume/capacity ratios or level of service.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	TRANS-3: An increase in on-site employees due to Alternative 1 operations would not significantly increase public transit use.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	TRANS-4: Alternative 1 operations would not significantly increase freeway congestion.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	TRANS-5 (For Informational Purposes): Alternative 1 operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	TRANS-6: The Alternative 1 would not substantially increase transportation hazards due to a design feature.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Alternative 2 – No Project	**TRANS-1:** Alternative 2 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: No Impact	CEQA: No mitigation is required.	CEQA: No Impact
		NEPA: Not applicable	NEPA: Not applicable	NEPA: Not applicable
	TRANS-2: Long-term vehicular traffic associated with Alternative 2 would not significantly impact volume/capacity ratios or level of service.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Not applicable	NEPA: Not applicable
	TRANS-3: An increase in on-site employees due to Alternative 2 operations would not significantly increase public transit use.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Not applicable	NEPA: Not applicable
	TRANS-4: Alternative 2 operations would not significantly increase freeway congestion.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Not applicable	NEPA: Not applicable
	TRANS-5 (For Informational Purposes): Alternative 2 operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Not applicable	NEPA: Not applicable
	TRANS-6: Alternative 2 would not substantially increase transportation hazards due to a design feature.	CEQA: No Impact	CEQA: No mitigation is required.	CEQA: No Impact
		NEPA: Not applicable	NEPA: Not applicable	NEPA: Not applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**TRANS-1:** Alternative 3 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 3 would not significantly impact volume/capacity ratios or level of service.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Potentially significant At Intersection #14	NEPA: No mitigation is available.	NEPA: Significant and unavoidable
	TRANS-3: An increase in on-site employees due to Alternative 3 operations would not significantly increase public transit use.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 3 operations would not significantly increase freeway congestion.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	TRANS-5 (For Informational Purposes): Alternative 3 operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	TRANS-6: Alternative 3 would not substantially increase transportation hazards due to a design feature.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
Alternative 4 – Reduced Project: No Backland Improvements	**TRANS-1:** Alternative 4 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 4 would not significantly impact volume/capacity ratios or level of service.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Potentially significant At Intersection #14	NEPA: No mitigation is available.	NEPA: Significant and unavoidable
	TRANS-3: An increase in on-site employees due to Alternative 4 operations would not significantly increase public transit use.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 4 operations would not significantly increase freeway congestion.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5 (For Informational Purposes): Alternative 4 operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	TRANS-6: Alternative 4 would not substantially increase transportation hazards due to a design feature.	CEQA: No Impact	No mitigation is required.	CEQA: No Impact
		NEPA: No Impact		NEPA: No Impact
Alternative 5 - Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**TRANS-1:** Alternative 5 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 5 would not significantly impact volume/capacity ratios or level of service.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Potentially significant At Intersection #14	NEPA: No mitigation is available.	NEPA: Significant and unavoidable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	TRANS-3: An increase in on-site employees due to Alternative 5 operations would not significantly increase public transit use.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 3 operations would not significantly increase freeway congestion.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5 (For Informational Purposes): Alternative 5 operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the proposed project vicinity or in the region.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	TRANS-6: Alternative 5 would not substantially increase transportation hazards due to a design feature.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
3.7 Groundwater and Soils				
Proposed Project	**GW-1:** Implementation of the proposed Project could expose soils containing toxic substances, associated with prior uses, which would be deleterious to humans, based on regulatory standards established by the lead agency.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-2: Construction and operation of the proposed Project would not result in changes in the rate or direction of movement of existing contaminants; expansion of the area affected by contaminants; or increased level of soil or groundwater contamination, which would increase risk of harm to humans.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Federal Action	**GW-1:** Implementation of Alternative 1 could expose soils containing toxic substances, associated with prior uses, which would be deleterious to humans, based on regulatory standards established by the lead agency.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	GW-2: Construction and operation of Alternative 1 would not result in changes in the rate or direction of movement of existing contaminants; expansion of the area affected by contaminants; or increased level of soil or groundwater contamination, which would increase risk of harm to humans.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Alternative 2 – No Project	**GW-1:** Implementation of Alternative 2 would not expose soils containing toxic substances, associated with prior uses, which would be deleterious to humans, based on regulatory standards established by the lead agency.	CEQA: No impact	CEQA: No mitigation is required.	CEQA: No impact
		NEPA: Not Applicable	NEPA: Mitigation not applicable	NEPA: Not Applicable
	GW-2: Operation of Alternative 2 would not result in changes in the rate or direction of movement of existing contaminants; expansion of the area affected by contaminants; or increased level of soil or groundwater contamination, which would increase risk of harm to humans	CEQA: No impact	CEQA: No mitigation is required.	CEQA: No impact
		NEPA: Not Applicable	NEPA: Mitigation not applicable	NEPA: Not Applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**GW-1:** Implementation of Alternative 3 could expose soils containing toxic substances, associated with prior uses, which would be deleterious to humans, based on regulatory standards established by the lead agency.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-2: Construction and operation of Alternative 3 would not result in changes in the rate or direction of movement of existing contaminants; expansion of the area affected by contaminants; or increased level of soil or groundwater contamination, which would increase risk of harm to humans.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project: No Backland Improvements	**GW-1:** Implementation of Alternative 4 would not expose soils containing toxic substances, associated with prior uses, which would be deleterious to humans, based on regulatory standards established by the lead agency.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-2: Construction and operation of Alternative 4 would not result in changes in the rate or direction of movement of existing contaminants; expansion of the area affected by contaminants; or increased level of soil or groundwater contamination, which would increase risk of harm to humans.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**GW-1:** Implementation of Alternative 5 could expose soils containing toxic substances, associated with prior uses, which would be deleterious to humans, based on regulatory standards established by the lead agency.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	GW-2: Construction and operation of Alternative 5 would not result in changes in the rate or direction of movement of existing contaminants; expansion of the area affected by contaminants; or increased level of soil or groundwater contamination, which would increase risk of harm to humans.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
3.8 Hazards and Hazardous Materials				
Proposed Project	**RISK-1:** Proposed Project–related terminal modifications would not result in a measurable increase in the probability of a terrorist attack and would not result in adverse consequences to the Project site and nearby areas.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Federal Action	**RISK-1**: Alternative 1–related terminal modifications would not result in a measurable increase in the probability of a terrorist attack and would not result in adverse consequences to the Project site and nearby areas.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 2 – No Project	**RISK-1:** Alternative 2 would not result in a measurable increase in the probability of a terrorist attack and would not result in adverse consequences to the Project site and nearby areas.	CEQA: Construction: No impact Operation: Less than significant	CEQA: No mitigation is required.	CEQA: Construction: No impact Operation: Less than significant
		NEPA: Not applicable	NEPA: Mitigation not applicable	NEPA: Not applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**RISK-1**: Alternative 3–related terminal modifications would not result in a measurable increase in the probability of a terrorist attack and would not result in adverse consequences to the Project site and nearby areas.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project: No Backland Improvements	**RISK-1:** Alternative 4–related terminal modifications would not result in a measurable increase in the probability of a terrorist attack and would not result in adverse consequences to the Project site and nearby areas.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**RISK-1:** Alternative 5–related terminal modifications would not result in a measurable increase in the probability of a terrorist attack and would not result in adverse consequences to the Project site and nearby areas.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
3.9 Marine Transportation				
Proposed Project	**VT-1a:** Proposed project construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	VT-1b: Proposed project operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 1 – No Federal Action	**VT-1a:** Alternative 1 construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	VT-1b: Alternative 1 operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 2 – No Project	**VT-1a:** Alternative 2 construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: No impact	CEQA: No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	NEPA: Mitigation not applicable	NEPA: Not applicable

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	VT-1b: Alternative 2 operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Mitigation not applicable	NEPA: Not applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**VT-1a:** Alternative 3 construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	VT-1b: Alternative 3 operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project: No Backland Improvements	**VT-1a:** Alternative 4 construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	VT-1b: Alternative 4 operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**VT-1a:** Alternative 5 construction-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	VT-1b: Alternative 5 operation-related marine traffic would not substantially interfere with operation of designated vessel traffic lanes and/or impair the level of safety for vessels navigating the Main Channel, Harbor, or Precautionary Area	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
3.10 Noise				
Proposed Project	**NOI-1:** Construction of the proposed Project could result in daytime construction activities lasting more than 10 days in a three-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors.	CEQA: Significant impact	**MM NOI-1:** Noise Reduction during Pile Driving and **MM NOI-2**: Utilize Temporary Noise Attenuation Curtain Adjacent to Pile Driving Equipment	CEQA: Less than significant
		NEPA: Significant impact		NEPA: Less than significant
	NOI-2: Construction of the proposed Project would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.	CEQA: No impact	No mitigation is required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	NOI-3: Operations of the proposed Project would not cause the ambient noise level measured at the property line of affected uses (i.e., sensitive receptors) to increase by a CNEL of 3 dBA to or within 'normally unacceptable' or 'clearly unacceptable' land use categories, or any increase in CNEL of 5 dBA or greater.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1- No Federal Action	**NOI-1:** Construction of Alternative 1 would not result in daytime construction activities lasting more than 10 days in a three-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	NOI-2: Construction of the Alternative 1 would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.	CEQA: No impact	No mitigation is required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	NOI-3: Operations of Alternative 1 would not cause the ambient noise level measured at the property line of affected uses (i.e., sensitive receptors) to increase by a CNEL of 3	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	dBA to or within 'normally unacceptable' or 'clearly unacceptable' land use categories, or any increase in CNEL of 5 dBA or greater.	NEPA: No impact		NEPA: No impact
Alternative 2 – No Project	**NOI-1:** Construction of Alternative 2 would not result in daytime construction activities lasting more than 10 days in a three-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors.	CEQA: No impact	CEQA: No mitigation is required	CEQA: No impact
		NEPA: Not Applicable	NEPA: Mitigation not applicable	NEPA: Not Applicable
	NOI-2: Construction of Alternative 2 would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.	CEQA: No impact	CEQA: No mitigation is required	CEQA: No impact
		NEPA: Not Applicable	NEPA: Mitigation not applicable	NEPA: Not Applicable
	NOI-3: Operations of Alternative 2 would not cause the ambient noise level measured at the property line of affected uses (i.e., sensitive receptors) to increase by a CNEL of 3 dBA to or within 'normally unacceptable' or 'clearly unacceptable' land use categories, or any increase in CNEL of 5 dBA or greater.	CEQA: Less than significant	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Not Applicable	NEPA: Mitigation not applicable	NEPA: Not Applicable
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**NOI-1:** Construction of Alternative 3 could result in daytime construction activities lasting more than 10 days in a three-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors.	CEQA: Significant impact	**MM NOI-1 and MM NOI-2**	CEQA: Less than significant
		NEPA: Significant impact		NEPA: Less than significant
	NOI-2: Construction of Alternative 3 would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.	CEQA: No impact	No mitigation is required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	NOI-3: Operations of Alternative 3 would not cause the ambient noise level measured at the property line of affected uses (i.e., sensitive receptors) to increase by a CNEL of 3 dBA to or within 'normally unacceptable' or 'clearly unacceptable' land use categories, or any increase in CNEL of 5 dBA or greater.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Alternative 4 – Reduced Project: No Backland Improvements	**NOI-1:** Construction of Alternative 4 could result in daytime construction activities lasting more than 10 days in a three-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors.	CEQA: Significant impact	**MM NOI-1 and MM NOI-2**	CEQA: Less than significant
		NEPA: Significant impact		NEPA: Less than significant
	NOI-2: Construction of Alternative 4 would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.	CEQA: No impact	No mitigation is required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	NOI-3: Operations of Alternative 4 would not cause the ambient noise level measured at the property line of affected uses (i.e., sensitive receptors) to increase by a CNEL of 3 dBA to or within 'normally unacceptable' or 'clearly unacceptable' land use categories, or any increase in CNEL of 5 dBA or greater.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvements with an Expanded TICTF	**NOI-1:** Construction of Alternative 5 could result in daytime construction activities lasting more than 10 days in a three-month period that would exceed existing ambient exterior noise levels by 5 dBA or more at noise-sensitive receptors.	CEQA: Significant impact	**MM NOI-1 and MM NOI-2**	CEQA: Less than significant
		NEPA: Significant impact		NEPA: Less than significant
	NOI-2: Construction of Alternative 5 would not result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.	CEQA: No impact	No mitigation is required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	NOI-3: Operations of Alternative 5 would not cause the ambient noise level measured at the property line of affected uses (i.e., sensitive receptors) to increase by a CNEL of 3 dBA to or within 'normally unacceptable' or 'clearly unacceptable' land use categories, or any increase in CNEL of 5 dBA or greater.	CEQA: Less than significant	No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
3.11 Water Quality, Sediments and Oceanography				
Proposed Project	**WQ-1:** The proposed Project would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table ES-3: Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Alternative 1 – No Federal Action	**WQ-1:** Alternative 1 would not create pollution, contamination, or a nuisance as in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 2 – No Project	**WQ-1:** Alternative 2 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
		NEPA: Not applicable	NEPA: Not applicable.	NEPA: Not applicable.
Alternative 3 – Reduced Project: Reduced Wharf Improvements	**WQ-1:** Alternative 3 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 4 – Reduced Project: No Backland Improvements	**WQ-1:** Alternative 4 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Expanded On-Dock Rail Yard: Wharf and Backland Improvement	**WQ-1:** Alternative 5 would not create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in Harbor waters.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

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ES.5.2.1 Unavoidable Significant Impacts

As noted above, Table ES-3 identifies unavoidable significant impacts associated with the proposed Project and alternatives. This Draft EIS/EIR has determined that implementation of the proposed Project or one or more of the alternatives would result in significant impacts on:

- Air Quality and Meteorology (CEQA and NEPA)
- Biological Resources (CEQA)
- Cultural Resources (CEQA)
- Greenhouse Gas Emissions (CEQA)
- Ground Transportation (NEPA)

ES.5.2.2 Summary of Significant Impacts that Can be Mitigated, Avoided, or Substantially Lessened

As noted above, Table ES-3 identifies the significant impacts that can be mitigated, avoided, or substantially lessened under either CEQA or NEPA. This Draft EIS/EIR has determined that implementation of the proposed Project or one or more of the alternatives would result in significant impacts that can be mitigated to less than significant in the areas of:

- Air Quality – Exposure of receptors to significant levels of toxic air contaminants (NEPA)
- Biological Resources – Protect marine mammals during construction (CEQA and NEPA)
- Noise – Exceedance of existing ambient during construction for more than 10 days (CEQA and NEPA)

ES.5.2.3 Summary of Less than Significant Impacts

Based on the environmental review in this Draft EIS/EIR, as summarized in Table ES-3, no significant impacts are expected under either CEQA or NEPA from the proposed Project or alternatives in the following environmental issue areas:

- Aesthetics and Visual Resources
- Cultural Resources (paleontological resources)
- Groundwater and Soils
- Ground Transportation (construction traffic, public transit, freeways and CMP roadways, design features).
- Hazards and Hazardous Materials
- Marine Transportation
- Water Quality, Sediments, and Oceanography

ES.5.2.4 Mitigation Measures

Air Quality and Meteorology

The following mitigation measures would be required by LAHD for the proposed Project and Alternatives 3 through 5:

Construction

MM AQ-1: Harbor Craft Used During Construction. Harbor craft used during construction must be equipped with U.S. Environmental Protection Agency (EPA) Tier 3 engine standards or cleaner at all times during construction.

MM AQ-2: On-road Trucks Used during Construction. On-road trucks shall comply with EPA 2010 on-road emission standards or better, unless contractor can reasonably demonstrate that such equipment is unavailable to the satisfaction of LAHD.

MM AQ-3: Non-Road Construction Equipment (except vessels, harbor craft, on-road trucks, and dredging equipment). All non-road construction equipment greater than 50 hp must meet EPA Tier 4 emission standards, unless contractor can reasonably demonstrate that such equipment is unavailable to the satisfaction of LAHD.

MM AQ-4: Cargo Ships Used During Construction. All ships and barges used primarily to deliver construction-related materials or cranes shall comply with the expanded Vessel Speed Reduction Program (VSRP) of 12 knots between 40 nautical miles (nm) from Point Fermin and the Precautionary Area.

MM AQ-5: General Construction Mitigation Measure. For MM AQ-1 through MM AQ-4, if a CARB-certified technology becomes available that is as good as or better than the existing measure in terms of emissions performance, the technology could replace the existing technology if approved by LAHD.

Operations

MM AQ-6: Vessel Speed Reduction Program (VSRP). Starting January 1, 2019 and thereafter, 95 percent of Evergreen ships calling at the Everport Container Terminal shall be required to comply with the expanded VSRP at 12 knots between 40 nm from Point Fermin and the Precautionary Area. Starting January 1, 2026, 95 percent of all ships calling at the Everport Container Terminal will follow this requirement. Alternative Compliance Plans will be considered where a different speed that would result in fewer emissions compared to the current speed limits.

Any alternative compliance plan shall be submitted to LAHD at least 90 days in advance for approval and shall be supported by data that demonstrates the ability of the alternative compliance plan for the specific vessel and type to achieve emissions reductions comparable to or greater than those achievable by compliance with VSRP. The alternative compliance plan shall be implemented once written notice of approval is granted by the LAHD.

MM AQ-7: Alternative Maritime Power (AMP). By 2020 or upon substantial completion of construction, 85 percent of Evergreen ships calling at the Everport Terminal must use AMP. By 2026, 95 percent of all ship calls at the Everport Container

Terminal must use AMP or approved equivalent under the CARB Shore-Power Regulation. The equivalent alternative technology must, at a minimum, meet the emissions reductions that would be achieved from AMP.

Biological Resources

The following mitigation measures would be required by LAHD for the proposed Project and Alternatives 3 through 5:

MM BIO-1: Protect Marine Mammals. Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile driving activities, as a precautionary measure, pile driving activities occurring as part of the sheet pile and king pile installation will include establishment of level B (harassment) and level A (injury) safety zones by a qualified marine mammal professional, and the area surrounding the operations (including the safety zones) will be monitored for marine mammals by a qualified marine mammal observer.[2]

The pile driving site will move with each new pile; therefore, the safety zones will move accordingly.

Cultural Resources

The following mitigation measures would be required by LAHD for the proposed Project and Alternatives 3 and 5:

MM CR-1: Historic Resource Recordation. Prior to demolition of the former Canner's Steam Company Plant (located within the 22-acre backland area shown in Figure 2-4 of Chapter 2, Project Description, and Figure 3.4-6 of Section 3.4, Cultural Resources of the Draft EIS/EIR), archival documentation of the building will be completed in the form of a Historic American Building Survey (HABS) that shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian and shall be placed in the Port archives.

MM CR-2: Completion of Phase I Cultural Resource Investigation. A Phase I investigation shall be completed by a qualified archaeologist for all un-surveyed areas of the 22-acre backlands (shown in Figure 2-4 of Chapter 2, Project Description, and Figure 3.4-6 of Section 3.4, Cultural Resources of the Draft EIS/EIR) to rule out the presence of significant resources. Phase II and III investigations shall be completed if significant archaeological resources are not ruled out. Furthermore pre-construction worker training shall be completed if significant resources are not ruled out. Furthermore, pre-construction worker training shall be completed as described in MM CR -3.

[2] Marine mammal professional qualifications shall be identified based on criteria established by LAHD during the construction bid specification process. Upon selection as part of the construction award winning team, the qualified marine mammal professional shall develop site specific pile driving safety zone requirements, which shall follow NOAA Fisheries Technical Guidance Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing (NOAA Fisheries 2016) in consultation with the Acoustic Threshold White Paper prepared for this purpose by LAHD (LAHD 2017). Final pile driving safety zone requirements developed by the selected marine mammal professional shall be submitted to LAHD Construction and Environmental Management Divisions prior to commencement of pile driving.

MM CR-3: Pre-construction Worker Training. Prior to the commencement of landside construction activities, qualified archaeologist and paleontologist retained by the LAHD or their designee shall provide training to construction personnel to provide information on regulatory requirements for the protection of cultural resources. This training may take the form of examples of cultural resources to look for and protocols to follow if discoveries are made. The archaeologist/paleontologist shall develop the training and any supplemental materials necessary to execute said training.

Greenhouse Gas Emissions

The following mitigation measures would be required by LAHD for the proposed Project and Alternatives 3 through 5:

MM GHG-1 – LED Lighting. All fixtures on the high mast poles at the Everport Container Terminal shall be replaced with LED fixtures or a technology with similar energy-saving capabilities.

MM GHG-2 – Solar Electricity. Photovoltaic panels shall be installed over the employee parking lot as part of the development of the 22 acres, pending a feasibility study.

Noise

The following mitigation measures would be required by LAHD for the proposed Project and Alternatives 3 through 5:

MM NOI-1: Noise Reduction during Pile Driving. The contractor shall be required to use a pile driving system which is capable of limiting maximum noise levels at 50 feet from the pile driver to 104 dBA, or less, for wharf construction.

MM NOI-2: Utilize Temporary Noise Attenuation Curtain Adjacent to Pile Driving Equipment. Utilize temporary noise attenuation curtain suitable for pile driving equipment as needed. This noise attenuation device should be installed directly between the equipment and the nearest noise sensitive receptor to the construction site.

ES.5.2.5 Lease Measures and Standard Conditions of Approval

Air Quality and Meteorology

The following lease measures would be required by LAHD for the proposed Project and Alternatives 3 through 5:

LM AQ-1: Replacement of Equipment and Review of New Technology. When the tenant needs to replace or turnover equipment in its fleet, the tenant shall meet with the LAHD to determine if something is feasible or technologically available that may result in fewer emissions. If any kind of technology becomes available and is shown to be as good as or better than the existing measure in terms of emissions reduction performance, the technology could replace the requirements of other mitigation measures pending approval by LAHD.

LAHD shall require the tenant to review any new emissions-reduction technology for feasibility and report back to LAHD every five years beginning five years after lease

agreement if no new purchase or equipment turnover occurs sooner as noted in the abovementioned paragraph. If LAHD and tenant determine the technology is feasible in terms of cost and operations, the tenant shall work with LAHD to implement such technology.

LM AQ-2: Priority Access System. A priority access system shall be evaluated to identify one or more ways to provide preferential access to zero- and near-zero-emission trucks. The tenant shall provide a report to LAHD on preferential access system options by January 1, 2020.

Cultural Resources

SC CR-1: Stop Work in the Area if Prehistoric and/or Archaeological Resources are Encountered. In the unlikely event that any prehistoric artifact is encountered during construction, work shall be immediately stopped and the area secured until the materials found can be assessed by a qualified archaeologist.

SC CR-2: Unanticipated Discovery of Paleontological Resources. In the event that a paleontological resource is encountered during construction, the contractor shall stop construction and a qualified paleontologist shall evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove and stabilize the specimen(s) in anticipation of preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum.

Greenhouse Gas Emissions

The following lease measure would be required by LAHD for the proposed Project and Alternatives 3 through 5:

LM GHG-1: GHG Credit Fund. Proposed Project GHG emissions are 278,708 metric tons of CO2e in the peak year of operations in 2038. They exceed the 10,000 metric ton CO2e significance threshold by 268,708 metric tons. Because operational GHG emissions exceed the significance threshold with the incorporation of all feasible mitigation measures, LAHD shall establish a carbon offset fund, which may be accomplished through a Memorandum of Understanding with the California Air Resources Board or another appropriate entity, to mitigate project GHG impacts to the maximum extent feasible. The fund shall be used for GHG-reducing projects and programs on Port of Los Angeles property. It shall be the responsibility of the Tenant to contribute to the fund. Fund contribution shall be $250,000, payable upon substantial completion of Project construction. $250,000 has been identified as the maximum feasible contribution level taking into account the cost of the proposed Project, including on-site GHG-reducing mitigation measures that the tenant will be required to implement (LED high mast lighting and solar panels over the employee parking lot). If LAHD is unable to establish the fund within a reasonable period of time, Tenant shall instead purchase credits from an approved GHG offset registry in the amount of $250,000.

ES.5.2.6 Cumulative Impacts

The proposed Project was analyzed in conjunction with other related projects in the area for the potential to contribute to significant cumulative impacts. Cumulative impact evaluations for each resource are included in Chapter 4 of this Draft EIS/EIR. Following

is a summary of the cumulative impacts associated with the proposed Project and alternatives:

Cumulatively Considerable Impacts

The **proposed Project and Alternative 5** would make a cumulatively considerable contribution to a significant cumulative impact for the following resource areas:

Air Quality

- Construction emissions would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact for NO_X and VOC emissions under CEQA and under NEPA. Construction would also result in cumulatively considerable and unavoidable contribution to a significant cumulative impact related to ambient NO_2 levels under CEQA and NEPA.
- Overlapping construction and operation emissions during the construction period would make a cumulatively considerable and unavoidable contribution to a significant impact for NO_X under CEQA; and VOC and NOx under NEPA. Overlapping construction and operation emissions during the construction period would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact related to ambient NO_2 and PM_{10} levels under CEQA, and NO_2 levels NEPA.
- A cumulatively considerable and unavoidable contribution to a significant cumulative impact from operations relative to CO and VOC under CEQA; and for NO_X, CO, and VOC under NEPA.
- A considerable contribution to an existing significant cumulative impact for cancer risk, population cancer burden, and non-cancer risk under CEQA and NEPA.

Biological Resources

- A cumulatively considerable and unavoidable contribution to a significant cumulative impact related from invasive exotic species via vessel hulls or ballast water under CEQA and NEPA.

Cultural Resources

- A cumulatively considerable and unavoidable contribution to a significant cumulative impact to historic architectural resources (from the demolition of the former Canner's Steam Company Plant) under CEQA.

Greenhouse Gas Emissions

- Construction and operation would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact relative to global climate change under CEQA.

Ground Transportation

- Operation would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact in 2026 and 2038 conditions at Intersection 14, Ferry Street at SR-47 (Terminal Island Freeway)/Seaside Avenue Ramps, under CEQA and NEPA.

Noise

- A cumulatively considerable noise impact at the liveaboard community in Fish Harbor and the San Pedro Waterfront and other sensitive noise receptors in the vicinity would occur as a result of pile driving when combined with any other concurrent project under CEQA and NEPA.

Alternative 1 could result in cumulatively considerable impacts for the following resource areas:

Air Quality

- Emissions from Alternative 1 construction would exceed significance thresholds for federal 1-hour NO_2 under CEQA, which would result in a cumulatively considerable and unavoidable contribution to an existing significant cumulative impact.
- Emissions from Alternative 1 operations would exceed SCAQMD significance thresholds for CO and VOC in 2033 and 2038 under CEQA, and the ambient thresholds for NO_2, PM_{10}, $PM_{2.5}$.
- Although cancer risk, population cancer burden, and non-cancer risk would be below SCAQMD's project-level significance thresholds, the impacts could still be greater than the applicable baseline and would combine with impacts from concurrent related projects and background risk levels, which would already be cumulatively significant. As a result, Alternative 1 would make a cumulatively considerable contribution to an existing significant cumulative impact for cancer risk, population cancer burden, and non-cancer under CEQA.

Biological Resources

- Alternative 1 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact related from invasive exotic species via vessel hulls or ballast water under CEQA.

Cultural Resources

- Alternative 1 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact to historic architectural resources (from the demolition of the former Canner's Steam Company Plant) under CEQA.

Greenhouse Gas Emissions

- GHG emissions associated with operation of Alternative 1 would contribute to existing levels and, therefore, would make a cumulatively considerable and unavoidable impact to a significant cumulative impact relative global climate change under CEQA.

Alternative 1 would contribute to fewer cumulative impacts than the proposed Project under CEQA due to smaller site size, a reduced level of operations, and a lack of expanded wharf operations. Alternative 1 is the same as the NEPA baseline and as such would not contribute to any cumulative impacts under NEPA.

Alternative 2 could result in cumulatively considerable impacts for the following resource areas:

Air Quality

- Although Alternative 2 does not include construction, operational emissions would exceed SCAQMD significance thresholds for NO_X in 2019, 2033, and 2038; and for CO and VOC in 2033 and 2038 under CEQA. Operational emissions from Alternative 2 would also result in the exceedance of ambient threshold PM_{10}. These impacts would combine with impacts from concurrent related projects, which would already be cumulatively significant. As a result, after mitigation, Alternative 2 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact for NO_X, CO, VOC and PM_{10} under CEQA.
- Alternative 2 would make a considerable contribution to an existing significant cumulative impact for cancer risk, population cancer burden, and non-cancer risk under CEQA.

Biological Resources

- Alternative 2 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact related from invasive exotic species via vessel hulls or ballast water under CEQA.

Greenhouse Gas Emissions

- GHG emissions from continued operation under Alternative 2 would contribute to existing levels and, therefore, would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact relative to global climate change under CEQA.

Alternative 2 would contribute to fewer cumulative impacts under CEQA than the proposed Project. NEPA impacts do not apply to Alternative 2 because NEPA does not require analysis of a CEQA No Project Alternative.

Alternative 3 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact in the following resource areas:

Air Quality

- Construction emissions under Alternative 3 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact for NO_X and VOC emissions under CEQA and under NEPA. Construction emissions from Alternative 3 would also result in the exceedance of ambient threshold for NO_2 under CEQA and NEPA.
- Alternative 3 overlapping construction and operation emissions during the construction period would make a cumulatively considerable and unavoidable contribution to a significant impact for the 24-hour PM_{10} and annual PM_{10} ambient air thresholds after mitigation under CEQA, and the federal 1-hour NO_2 ambient air thresholds after mitigation under NEPA.

- Alternative 3 would make a considerable contribution to an existing significant cumulative impact for cancer risk, population cancer burden and non-cancer risk under CEQA and NEPA.

Biological Resources

- Alternative 3 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact related from invasive exotic species via vessel hulls or ballast water under CEQA and NEPA.

Cultural Resources

- Alternative 3 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact to historic architectural resources (from the demolition of the former Canner's Steam Company Plant) under CEQA.

Greenhouse Gas Emissions

- Construction and operation of Alternative 3 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact relative to global climate change under CEQA.

Ground Transportation

- Operation of Alternative 3 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact in 2026 and 2038 conditions at Intersection #14, Ferry Street at SR-47 (Terminal Island Freeway)/Seaside Avenue Ramps, under CEQA and NEPA.

Noise

- A cumulatively considerable noise impact at the liveaboard community in Fish Harbor and the San Pedro Waterfront and other sensitive noise receptors in the vicinity would occur under Alternative 3 as a result of pile driving when combined with any other concurrent project under CEQA and NEPA.

Alternative 3 would contribute to the same cumulatively considerable impacts under CEQA and NEPA as the proposed Project, but the intensity of the contributions to cumulative impacts related to construction would be less than the proposed Project due to no proposed dredging and pile driving at Berths 230–232, and because its operations (throughput) would be less.

Alternative 4 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact in the following resource areas:

Air Quality

- Construction emissions under Alternative 4 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact for NO_X and VOC emissions under CEQA and under NEPA. Construction emissions from Alternative 4 would also result in the exceedance of ambient threshold for NO_2 under CEQA and NEPA.
- Alternative 4 overlapping construction and operation emissions during the construction period would make a cumulatively considerable and unavoidable contribution to a significant impact for NOx under CEQA, and NO_X and VOC

under NEPA, as well as exceed ambient PM_{10} levels under CEQA; and NO_2 levels under NEPA.

- Alternative 4 operational emissions would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact relative to CO in 2033 and 2038 under CEQA and NO_X in 2026, 2033 and 2038 under NEPA.
- Alternative 4 would make a considerable contribution to an existing significant cumulative impact for cancer risk, population cancer burden and non-cancer risk under CEQA and NEPA.

Biological Resources

- Alternative 4 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact related from invasive exotic species via vessel hulls or ballast water under CEQA and NEPA.

Greenhouse Gas Emissions

- Construction and operation of Alternative 4 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact relative to global climate change under CEQA.

Ground Transportation

- Operation of Alternative 4 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact in 2026 and 2038 conditions at Intersection 14, Ferry Street at SR-47 (Terminal Island Freeway)/Seaside Avenue Ramps, under CEQA and NEPA.

Noise

- A cumulatively considerable noise impact at the liveaboard community in Fish Harbor and the San Pedro Waterfront and other sensitive noise receptors in the vicinity would occur under Alternative 4 as a result of pile driving when combined with any other concurrent project under CEQA and NEPA.

Alternative 4 would contribute to the same cumulatively considerable impacts under CEQA and NEPA as the proposed Project, but the intensity of the contributions to cumulative impacts related to construction would be less than the proposed Project due to no backland expansion, and because its operations (throughput) would be less.

Less than Cumulatively Considerable or No Cumulatively Considerable Impacts

The proposed Project and alternatives would not contribute to cumulatively considerable impacts under CEQA and NEPA for the following resource areas:

- Aesthetics and Visual Resources
- Air Quality (would not cumulatively: cause an exceedance of the ambient air quality standards for CO near roadways and intersections; create objectionable odors at the nearest sensitive receptor; and conflict with or obstruct the implementation of an applicable AQMP)
- Biological Resources (would not contribute to a cumulatively considerable: interference with wildlife movement that may diminish the changes for long term

survival of a species; permanent loss of marine habitat; or impact to marine mammals [the potential contribution to whale mortality] from vessel)

- Cultural Resources (would not make a cumulatively considerable contribution to an adverse change in the significance of an archaeological, ethnographic or paleontological resource)
- Ground Transportation (would not result in a cumulatively considerable: short-term, temporary increase in truck and auto traffic; an increase in on-site employees due to proposed Project operations would not contribute to a cumulatively significant increase in related public transit use; not result in increases considered cumulatively considerable related to freeway congestion; would not cause a cumulatively considerable increase in vehicular delay at railroad grade crossings in excess of the threshold; and not contribute to a cumulatively substantial increase in transportation hazards due to a design feature)
- Groundwater and Soils
- Hazards and Hazardous Materials
- Marine Transportation
- Water Quality, Sediments, and Oceanography

ES.5.2.7 Environmental Justice

The potential for the proposed Project and alternatives to cause disproportionately high and adverse human health and environmental effects on low-income and/or minority populations is discussed in the Environmental Justice analysis (Chapter 5). The environmental justice analysis complies with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations—which requires federal agencies to assess the potential for their actions to have disproportionately high and adverse environmental and health impacts on minority populations and/or low-income populations—and with the CEQ *Guidance for Environmental Justice Under NEPA* (CEQ 1997). Thus, the Environmental Justice analysis is applicable only to NEPA. Alternative 1 would result in no incremental difference than the NEPA Baseline. Alternative 2 is not subject to NEPA because it is a CEQA-only alternative. Therefore, these alternatives are not analyzed for Environmental Justice.

The proposed Project and Alternatives 3 through 5 would result in disproportionate effects on minority and low-income populations as a result of significant and unavoidable impacts for the following:

- Air Quality and Meteorology

Other potentially significant impacts of the proposed Project and the alternatives would be reduced to less-than-significant or less than cumulatively considerable levels through implementation of mitigation measures, would not affect human populations, or would not have disproportionate effects on minority and low-income populations.

ES.5.2.8 Socioeconomic and Growth-Inducing Impacts

Construction of the proposed Project would generate approximately 510 direct temporary construction jobs over the 24-month construction period. With the ramp-up and ramp-down and the completion of different tasks at different times, the construction workforce at any one time would vary. Construction would also generate approximately 416 secondary (i.e., indirect and induced) jobs. Together, direct and secondary jobs would total 926 jobs associated with the proposed Project during the construction period.

Impacts to regional employment associated with construction activity can be assessed by comparing existing regional employment and effects of the proposed Project. For instance, the 930 jobs added would represent less than 0.1 percent of the projected number of 8,312,000 jobs in 2020, and 9,319,000 jobs in the five-county region in 2035. The construction workforce would be composed primarily of people already living in the Los Angeles Basin, given the large existing construction industry workforce, the highly integrated nature of the Southern California economy, and the prevalence of cross-county and inter-community commuting by workers between their places of work and places of residence. Much of the indirect workforce would also likely come from within the Los Angeles Basin. The proposed Project, therefore, is not anticipated to result in either in-migration or relocation of construction employees to satisfy the need for increased temporary, construction-related employment.

The proposed Project is estimated to create 4,230 net direct jobs (relative to the CEQA baseline) attributable to operations in 2038. Linkages among economic sectors would result in the creation of additional secondary jobs in related sectors. The net secondary jobs (relative to the CEQA baseline) in 2038 are projected to be 7,310, for a total of 11,550 jobs at build-out. The proposed Project is estimated to create 2,090 net direct jobs (relative to the NEPA baseline) attributable operations in 2038 and 3,610 secondary jobs for a total of 5,690 jobs at build-out. Total gross jobs under the proposed Project would number 13,160 in 2019, 18,690 in 2026, and 24,120 in 2038. Similar to the short-term construction employees discussed above, the workforce would likely come from within the Los Angeles Basin, and no significant influx of employees into the local communities is anticipated. Effects to regional employment associated with implementation of the proposed Project are assessed through a comparison between baseline conditions and proposed Project effects. The net increase in employment attributable to the proposed Project (direct and indirect) would be 11,550 jobs in the year 2038. This compares to a projected number of jobs in the five-county region of approximately 9,319,000 in 2035. Thus, while the proposed Project would provide new job opportunities, it represents a very small portion (approximately 0.1 percent) of overall projected regional employment. Given the large labor pool found throughout the region, the proposed Project is not anticipated to result in substantial in-migration or relocation of employees. Therefore, the proposed Project would not cause substantial change in the local employment or labor force.

The proposed Project would indirectly increase earnings to firms and households throughout the region as proposed Project expenditures are spent throughout the region. The short-term indirect effects from construction would incrementally increase activity in nearby retail establishments as a result of construction workers patronizing local establishments. However, the long-term effects in the immediate area from the proposed Project would be small relative to the size of the regional economy. Overall, the proposed Project would not generate significant indirect growth-inducing impacts. The

proposed Project would increase the number of jobs and income in the region and result in other economic benefits, and it would not adversely influence residential property values in the areas immediately adjacent to the Port. Therefore, no substantial decrease to property values would occur.

ES.5.2.9 Significant and Irreversible Changes to the Environment

Implementation of the proposed Project would require the use of nonrenewable resources, such as fossil fuels, and nonrenewable construction materials. The proposed Project would develop the site for increased Port-related activities. Resources that are committed irreversibly and irretrievably are those that would be used by a project on a long-term or permanent basis. Resources committed to the proposed Project include the use of fossil fuels and nonrenewable construction materials such as rock, concrete, gravel, and soils.

Fossil fuels and energy would be consumed during construction and operation activities. Fossil fuels in the form of diesel oil and gasoline would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by ships, tugboats, Port terminal equipment (e.g., cargo handling), trains, and on-road vehicles. Electrical energy and natural gas would be consumed during construction and operation. These energy resources would be irretrievable and irreversible.

Non-recoverable materials and energy would be used during construction and operation activities, but the amounts needed would be accommodated by existing supplies. Although the increase in amount of materials and energy used would be limited, they would nevertheless be unavailable for other uses. The minimal irreversible changes likely would be justified by the economic growth in trade and import/export of goods, as well as the increased efficiency in cargo handling at the Port, which the proposed Project would provide. The irreversible changes associated with the proposed Project and alternatives is considered less than significant under both CEQA and NEPA.

ES.5.3 Environmentally Preferred and Environmentally Superior Alternative

CEQA requires identification of an environmentally superior alternative. Similarly, NEPA requires that the Record of Decision (ROD) specify the alternative(s) considered to be environmentally preferable.

The environmentally superior and preferable alternatives were determined based on a ranking system that assigned numerical scores comparing the impacts under each resource area for each alternative relative to the proposed Project for CEQA and the NEPA baseline for NEPA. Table 6-2 in Chapter 6 presents a comparison of the proposed Project and each alternative by resource area with significant and unavoidable impacts.

Under the CEQA analysis, Alternative 2 is identified as having the fewest impacts because no proposed project-related actions would occur. However, CEQA requires that if the environmentally superior alternative is the No Project alternative, another alternative be identified as environmentally superior. As such, Alternative 4 is identified as environmentally superior because it would not result in impacts related to cultural resources (historic and archaeological), and would not increase the throughput capacity of the terminal (by allowing the terminal to service larger ships). Therefore, in accordance with CEQA, Alternative 4 is deemed to be environmentally superior.

Alternative 2 is not considered under NEPA. Under the NEPA analysis, Alternative 1 is the same as the NEPA baseline. As such, Alternative 1 is environmentally preferable because this alternative would have no impacts compared to the NEPA baseline. Alternative 1 eliminates all of the proposed Project elements that would require a federal permit and would only involve additional backlands (addition of the 1.5-acre and 22-acre expansion areas) to improve efficiency; however, the additional backland area would not change the throughput.

Although Alternatives 1 and 2 would result in fewer significant unavoidable impacts or mitigated impacts than the proposed Project or Alternatives 3 through 5, they would not meet the proposed Project's stated purpose 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.

Further, neither Alternative 1 nor Alternative 2 would address the CEQA objectives stated in Section 2.4 of Chapter 2, Project Description, which include optimizing the use of existing land at the Everport Container Terminal and associated waterways consistent with LAHD's public trust obligations, providing sufficient water depth and improving the terminal's ability to accommodate larger container ships of up to 16,000 TEUs anticipated to call at the terminal, improving backland capacity, maximizing container land use and operations, and promoting the long-term development and growth of the Port.

Alternative 3 would result in fewer construction-related environmental impacts than the proposed Project because it would require less dredging (by approximately 8,000 cubic yards) and sheet pile driving than the proposed Project, which would somewhat reduce significant construction impacts related to air quality and meteorology, biological resources, GHG emissions, and noise. However, Alternative 3 would not achieve the same level of operational efficiency as achieved by the proposed Project. Given the proposed project purpose, Alternative 3 would not maximize container-handling capacity and efficiency at the proposed project site and would not make the best use of the proposed project site. Alternative 3 would partially fulfill the objective of accommodating larger ships, as it would allow the terminal to accommodate the largest vessels (16,000 TEUs) at Berths 226-229, but Berths 230-232 would only be capable of handling vessels up to 8,000 TEUs. While this would somewhat reduce the impacts related to ground transportation, air, and GHG emissions, the proposed Project would better accomplish the proposed Project goals and objectives.

Alternative 4 would not achieve the same level of operational efficiency as achieved by the proposed Project. Given the proposed Project purpose, Alternative 4 would not maximize container-handling capacity and efficiency at the Project site and would not make the best use of the proposed project site, including expanding backlands capacity. Alternative 4 would fulfill the objective of accommodating larger ships, as there would be two operating berths after construction similar to the proposed Project; however, this alternative would handle a lower level of cargo throughput than the proposed Project given that backlands would not be expanded. While this would somewhat reduce the impacts related to ground transportation, air pollution and GHG emissions, the proposed Project would better accomplish the proposed Project goals and objectives associated

with optimizing the use of existing land at the Everport Container Terminal, improving backland capacity, and maximizing container land use and operations.

Alternative 5 would result in slightly greater construction-related environmental impacts than the proposed Project because it would involve construction of an additional on-dock rail track at the TICTF; however, the increased construction activity is considered minor. Operationally, Alternative 5 would achieve the same level of operational efficiency as achieved by the proposed Project; with the added benefit of increasing the capacity of the Everport Container Terminal's portion of the on-dock railyard, which would allow for a greater amount of cargo to be transported by train as opposed to trucks. This would result in somewhat reduced significant impacts associated with air quality and meteorology, GHG emissions, and ground transportation (under NEPA). Given the proposed Project purpose, Alternative 5, like the proposed Project, would maximize container-handling capacity and efficiency at the proposed project site, would increase the capacity at TICTF, and would not result in substantially greater impacts than the proposed Project.

Based on the above, either the proposed Project or Alternative 5 would fulfill the overall proposed Project purpose and need as discussed in Chapter 2, and would have significant and unavoidable impacts in the areas of air quality and meteorology, biological resources, cultural resources, and GHG emissions.

ES.5.4 Public Comment

ES.5.4.1 Community Concerns

The NEPA NOI was published in the Federal Register on October 24, 2014, and the CEQA NOP was also posted on October 24, 2014 (see Appendix A of this Draft EIS/EIR). A public scoping hearing was conducted on November 13, 2014, in San Pedro. No public comments were received during the scoping meeting; however, 10 comment letters were received. Table ES-4 presents a summary of which chapters or sections of the Draft EIS/EIR address the relevant comments on the NOI/NOP.

Table ES-4: Summary of Comments on the NOI/NOP

Commenter	Key Issues Raised	Sections Addressed
EPA	- Recommends that LAHD continue to demonstrate and deploy new technologies, particularly zero and near zero tailpipe emission technologies that could allow the air basin to attain the NAAQS. - Recommends that the Draft EIS evaluate vessel emissions under the Action Alternatives (a.k.a. build alternatives) to those of the No Action alternative (a.k.a. No Federal Action or NEPA baseline). - Recommends that the Draft EIS address emissions from the containers passing through the terminal that will use off-dock, near-dock and on-dock rail facilities. - Recommends that the Draft EIS identify the types of truck transactions (single, dual, empty chassis, etc.)	Chapter 2, Project Description; Section 3.2, Air Quality and Meteorology; Section 3.5, Greenhouse Gas Emissions; and Section 3.11, Water Quality, Oceanography, and Sediments

Table ES-4: Summary of Comments on the NOI/NOP

Commenter	Key Issues Raised	Sections Addressed
	and explain how dual truck transactions can be used to reduce emissions. - Recommends that the Draft EIS address greenhouse gas emissions and their contribution to climate change. - Recommends that the Draft EIS include criteria for managing and disposing of dredge materials. - Recommends that the Draft EIS discuss compliance with the 2013 Vessel Discharge Permit. - Recommends that the Draft EIS identify whether action alternatives will provide contributions to community projects or grants. - Recommends that the Draft EIS consider data on asthma and other health effects on children and the community.	
U.S. Coast Guard	- Recommends advanced coordination with the USCG.	Chapter 2, Project Description
U.S. Department of interior – Bureau of Ocean Energy Management	- Recommends the Draft EIS address potential impacts to existing offshore oil and gas platforms due to increased vessel traffic.	Section 3.9, Marine Transportation
California State Lands Commission (CSLC)	- Acknowledges that the proposed Project is located on sovereign submerged lands that have been transferred, in trust, to the City of Los Angeles (Statute of 1911, Chapter 656), and that the City should ensure that uses are consistent with the Public Trust Doctrine. - Notes that the Project Description in the Draft EIS/EIR should be as detailed as possible. - Recommends that USACE and LAHD should conduct queries of CDFW's California Natural Diversity Database and USFWS's Special Status Species Database to identify any special-status plant or wildlife species that may occur in the proposed Project area. Coordination with CDFW and USFWS, as well as direct surveys or data collection, should be performed. - Notes that the Draft EIS/EIR should consider the proposed Project's potential to encourage the establishment or proliferation of marine invasive species. If significant impacts are determined, mitigation should be considered including contracting vessels and barges from nearby, or requiring hull cleaning. - Recommends that the EIS/EIR include a discussion of sea level rise, as it pertains to the proposed Project, based on need rather than cost-effectiveness. - Notes that the Draft EIS/EIR should evaluate potential	Chapter 1, Introduction; Chapter 2, Project Description; Section 3.2, Air Quality and Meteorology; Section 3.3, Biological Resources; Section 3.4, Cultural Resources; Section 3.5, Greenhouse Gas Emissions;

Table ES-4: Summary of Comments on the NOI/NOP

Commenter	Key Issues Raised	Sections Addressed
	impacts on submerged cultural resources in the proposed Project area, including consultation with CSLC's shipwrecks database. - Notes that title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands is vested in the state and under the jurisdiction of the CSLC. - Notes that the EIS/EIR should avoid the improper deferral of mitigation.	
South Coast Air Quality Management District (SCAQMD)	- Requests copy of Draft EIR along with all appendices and related technical documents. - Notes that the SCAQMD CEQA Air Quality Handbook (1993) is available to assist with preparation of the air quality analysis, and that CalEEMOD is the preferred land use emissions model. - Notes that the Draft EIS/EIR should identify any potential adverse air quality impacts from all phases of the proposed Project (construction and operation) and all air pollutant sources related to the proposed Project. - Recommends quantifying emissions and comparing against SCAQMD's regional thresholds. - Recommends quantifying localized air quality impacts using SCAQMD methodology and guidance, and compare the results to SCAQMD's localized significance thresholds (LSTs) or performing dispersion modeling if necessary. - Recommends performing a mobile-source health risk assessment using SCAQMD guidance. - Notes that CEQA requires the identification of all feasible mitigation measures, including those that go beyond what is required by law. - Notes that SCAQMD rules and relevant air quality reports and data are available through the Public Information Center and SCAQMD website.	Chapter 2, Project Description; Section 3.2, Air Quality and Meteorology
Native American Heritage Commission (NAHC)	- Recommends performing a record search of the Project area to determine if the area has been surveyed for cultural resources, and to determine the potential for resources to be present. - Recommends parameters for preparing an archaeological survey report. - Recommends contacting the NAHC to perform a Sacred Lands File Check and to obtain a list of appropriate Native American contacts. - Recommends the preparation of mitigation plans to	Section 3.4, Cultural Resources

Table ES-4: Summary of Comments on the NOI/NOP

Commenter	Key Issues Raised	Sections Addressed
	address archaeological resources, and provides parameters for those plans.	
Southern California Association of Governments (SCAG)	- Requests copy of environmental documentation be sent to SCAG's Los Angeles office or via e-mail for the full comment period. - Requests that the Draft EIS/EIR include a review and consideration of the adopted Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) goals.	Appendix A, NOP/IS – Land Use and Planning; Section 3.6, Ground Transportation
City of Los Angeles, Bureau of Sanitation	- Notes that sewer relocations, if required, should be coordinated with the Bureau of Sanitation. - Notes that stormwater mitigation measures based on the Standard Urban Stormwater Mitigation Plan and Low Impact Development may be required and early phases of the proposed Project should be coordinated with the Bureau's Watershed Protection Division. - Provides requirements for stormwater control during construction.	Chapter 2, Project Description; Section 3.11, Water Quality, Oceanography, and Sediments
ExxonMobil Pipeline Company	- Provides information regarding an existing abandoned pipeline in the Project vicinity. - Notes that ExxonMobil personnel must be present during construction in the vicinity of ExxonMobil facilities. - Notes that facilities identified as active, idle or abandoned remain the property of ExxonMobil and activities that affect these facilities must be approved by ExxonMobil.	Chapter 2, Project Description
Kinder Morgan	- Notes that Kinder Morgan does not have any facilities in the Project area.	Not applicable.

ES.5.5 Issues to be Resolved

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain issues to be resolved; this includes whether or how to mitigate significant impacts. The major issues to be resolved include decisions by the lead agencies as to whether:

- this EIR adequately describes the environmental impacts of the proposed Project and alternatives;
- the recommended mitigation measures should be adopted or modified;
- additional mitigation measures need to be applied to the Project; or
- the Project should or should not be approved for implementation.