Chapter 1
Introduction

1.1 Project Background and Organization of the Document

1.1.1 Organization of This Document

This joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Berths 121-131 Container Terminal is organized differently from previous joint USACE/LAHD environmental review documents. The organization is in response to the National Environmental Policy Act (NEPA), as amended by the June 2023 Fiscal Responsibility Act (42 U.S.C. §4336a(e)), directing that environmental impact statements for a proposed federal agency action of extraordinary complexity shall not exceed 300 pages, exclusive of appendices and citations. This document is presented in two volumes. Volume I consists of two parts: Part 1 contains the Draft EIS, including an executive summary with an executive summary table of the joint DEIS/DEIR impacts and mitigation for the Proposed Project and Alternatives; and Part 2 contains the appendices to the Draft EIS, which include as well the Los Angeles Harbor Department's (LAHD) Draft EIR (Appendix 1). Volume II contains the technical appendices to the Draft EIR.

This Draft EIS summarizes the applicable impact analyses that are presented in detail in the Draft EIR (i.e., the State of California-required environmental review document being prepared by the LAHD), including cumulative impacts (Chapter 4 in the Draft EIR), and contains extensive references to those analyses and to the supporting technical appendices.

1.1.2 Background

The Port of Los Angeles (Port or LAHD) proposes to improve an existing container terminal located at Berths 121–131 in the West Basin of the Port (Figure 1-1). The Proposed Project would require a permit (the proposed Federal Action) from the U.S. Army Corps of Engineers (USACE) and approvals from several state and local agencies (see Section 1.4). Prior to issuance of permits or other project approvals, each of these decision-making bodies must consider the Proposed Project's (or an alternative's) environmental effects, which, in this case, are identified in this joint Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) prepared by the USACE and the LAHD to streamline their respective decision-making processes.

The Proposed Project and alternatives are described in detail in Chapter 2, Project Description, below, and in Appendix 1 (the Draft EIR) in Part 2 (Appendices to the Draft EIS). The CEQA term "Proposed Project" is used throughout this document rather than

the NEPA term "proposed Action" because "Proposed Project" encompasses the broadest set of project construction and operational components. The term "Proposed Project" includes all proposed project elements described in Chapter 2 of this document, whereas the NEPA term "proposed Action" (or "Federal Action") includes only those elements that require federal approval, in this case a Department of the Army (DA) permit issued by USACE.

This Draft EIS has been prepared in accordance with the requirements of NEPA (U.S. Code [USC], Title 42, Section 4341 et seq.), as amended by the June 2023 Fiscal Responsibility Act (FRA) (42 U.S.C. §4336a(e), Public Law 118-5)); in consideration of the recently removed/rescinded Council on Environmental Quality (CEQ) Regulations for Implementing NEPA, 40 Code of Federal Regulations (CFR) parts 1500-1508 (see 90 *Federal Register* 10610; February 25, 2025, with the Interim Final Rule effective April 11, 2025), which federal agencies may continue to consider as guidance in preparing their NEPA documents; in consideration of the U.S. Army Corps of Engineers (USACE) NEPA Implementation Procedures for the Regulatory Program (Appendix B to 33 CFR Part 325); and in accordance with the current USACE Procedures for Implementing NEPA; Processing of Department of the Army Permits (see 90 *Federal Register* 29465; Interim Final Rule published and effective on July 3, 2025, promulgating 33 CFR Part 333 and making conforming changes to 33 CFR Parts 320 and 325[1]). The joint EIS/EIR also fulfils the requirements of the California Environmental Quality Act (CEQA; Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.; "Guidelines"). USACE is the federal lead agency for NEPA (and completing the EIS), and LAHD is the CEQA lead agency (in preparing the EIR).

1.1.3 Project Summary

Project Setting

LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601) and the California Coastal Act (PRC Division 20, Section 30700 et seq.), which identify the Port and its facilities as a primary economic and coastal resource of the State of California and an essential element of the national maritime industry for the promotion of commerce, navigation, fisheries, and harbor operations. LAHD is chartered to develop and operate the Port to benefit maritime uses. It functions as a landlord by leasing Port properties to more than 300 tenants.

The Proposed Project site is located near the communities of San Pedro and Wilmington and is approximately 20 miles south of downtown Los Angeles. The site is a 186-acre marine container terminal which occupies Berths 121 – 131, within an industrial area in the vicinity of the West Basin in Los Angeles Harbor and which also includes an administration building and parking area at 2001 John S. Gibson Boulevard. Since

[1]Although the July 3, 2025 Interim Final Rule (IFR) removed the previous USACE NEPA implementation regulations for evaluating USACE permit applications, Part IV (Effective Date) of this IFR specified that applications submitted before that removal date will continue to use the rule (regulations) in place at the time of submittal. As such, this EIS continues to consider and reference the USACE 33 CFR Parts 320 and 325 regulations, including Appendix B to Part 325's NEPA Implementation Procedures for the Regulatory Program, which were in effect when the Notice of Intent (NOI) to prepare an EIS for proposed container terminal upgrades at Berths 121-131 was published in April 2014. Where we have determined appropriate, this EIS also considers and references the IFR's changes to USACE's NEPA Implementation Procedures pertaining to the Regulatory and Section 408 programs, including addition of Part 333, as well as the 2023 FRA.

October 2021, the Everglades Company Terminal, Inc. has operated the container terminal under LAHD Permit No. 953.

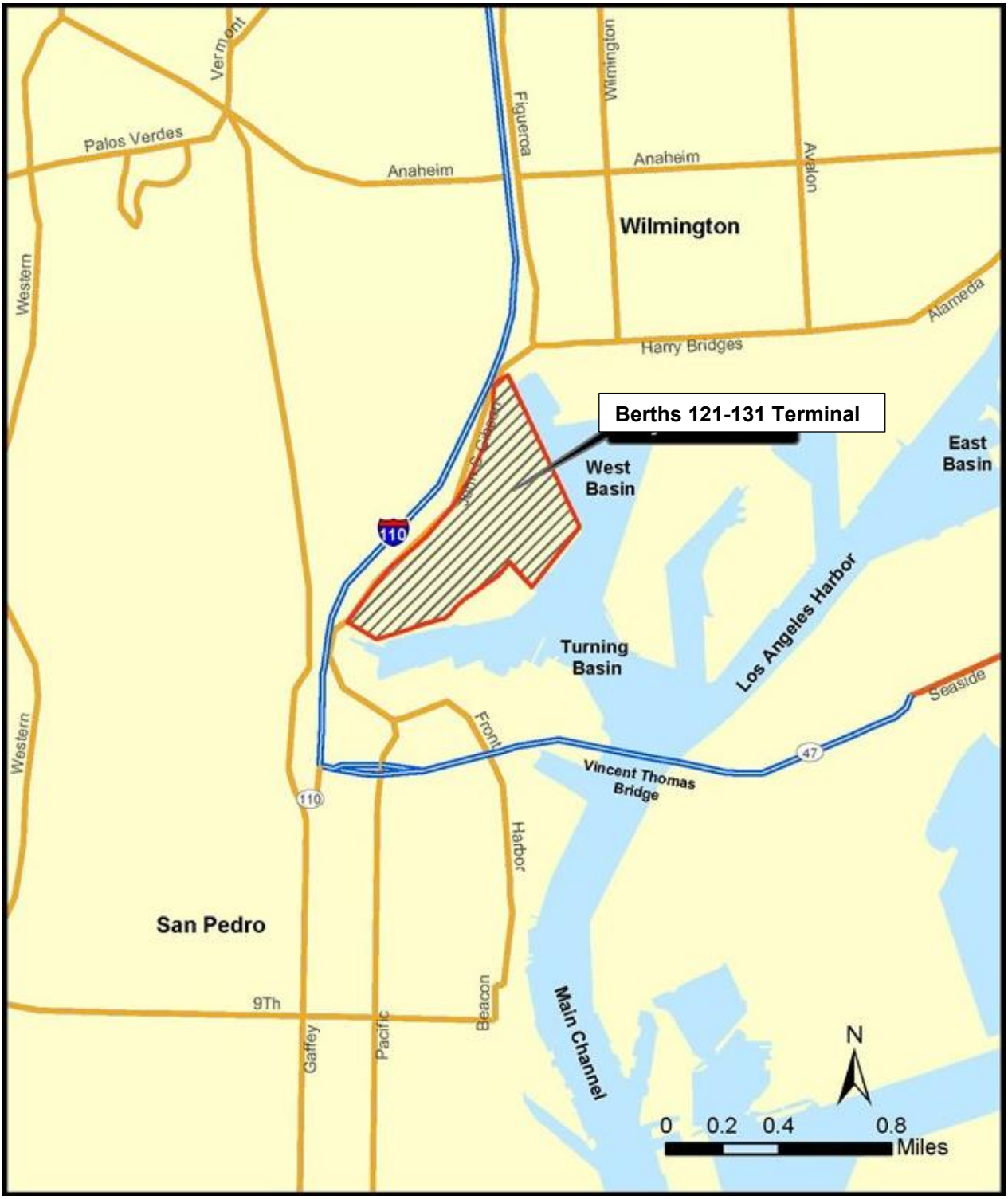
Project Summary

The Proposed Project would be constructed over a period of approximately 24 months, from 2026 through 2027. (Note that because the actual length of time needed to construct the Proposed Project, including the environmental review process, project design, and associated permitting cannot be determined with certainty at this time, the various dates and durations are for planning purposes and are intentionally conservative in order to evaluate the potential for environmental impacts). Construction would consist of:

- Dredging up to approximately 310,000 cubic yards of sediments to deepen Berths 126-129 to -53 ft MLLW with a two-foot overdredge allowance for a total depth of -55 ft MLLW;
- Disposing of dredged sediments at approved upland sites (approximately 260,000 cy) and the approved LA-2 ocean disposal site (approximately 50,000 cy), with the latter including transport of dredged material to and vessel return from LA-2;
- Demolishing the existing wharf at Berths 126-129, including removing piles and reconstructing the existing rock dike, installing new concrete piles, and constructing a new concrete, pile-supported wharf at Berth 126-129;
- Relocating the five existing cranes to Berths 121-125 and installing up to ten new 100-ft- or 120-ft-gauge electrically powered wharf cranes on the new wharf at Berths 126-129;
- Expanding the WBICTF on-dock rail yard by adding three or four loading tracks and installing up to seven electrically powered RMG cranes.

After completion of construction, the terminal's throughput (see Section 1.2.2.3, Container Terminal Overview, in Appendix 1 for a definition of throughput) is projected to increase due to the ability of the terminal to accommodate larger vessels. As a result, the maximum capacity of the terminal is estimated to increase from the current approximately 1,332,000 twenty-foot equivalent units (TEUs, a measure of containerized cargo) per year to approximately 1,871,405 TEUs per year. In support of the San Pedro Bay Ports 'Clean Air Action Plan (CAAP), the LAHD's long-term permit to the terminal operator would require the selected tenant to transition to zero emissions equipment by 2035. Therefore, this Draft EIS/EIR also contains an evaluation of potential future construction of infrastructure to support zero emission cargo handling equipment, as described in Chapter 2, Section 2.3.1.

Figure 1-1. Project Location.



1.2 NEPA Purpose and Need

1.2.1 Project Purpose

The purpose of the Proposed Project is to improve maritime shipping and commerce by improving container terminal infrastructure in, over, and under water and on terminal backlands at Berths 121-131, while also maintaining consistency with established Port environmental policies. This objective would be accomplished by enlarging and modernizing the wharf, deepening the berths, providing larger, modern cranes, and expanding the on-dock railyard (the WBICTF). These improvements would allow the terminal to optimize cargo handling efficiency and accommodate the future cargo vessel fleet mix (including the larger vessels that currently call other Port terminals).

1.2.2 Project Need

The Proposed Project is needed to meet a portion of the Port's projected containerized cargo throughput demand. As described in detail in Section 1.2.3.1 of the Draft EIR (see Appendix 1), the projections of future cargo throughput demand in the ports of Los Angeles-Long Beach (the Port Complex) produced by economic studies estimate that throughput will reach 34.3 million TEUs in 2035 and 41.1 million TEUs in 2040. Terminal capacity modeling indicates that the capacity of container terminals in the Port Complex, even with the physical expansions and operating improvements currently envisioned, will reach a maximum of approximately 35 million TEUs per year (Section 1.2.3.2), which is substantially less than the maximum forecasted demand.

In addition, the container ships calling at marine terminals have steadily increased in size over the past 25 years: whereas vessels of 8,000 TEU capacity were considered large fifteen years ago, vessels of over 20,000 TEU capacity have entered the world fleet and called at the Port Complex. The existing berths at the Berths 121-131 Terminal (Terminal) are not deep enough to accommodate vessels larger than approximately 8,000 TEUs, nor are the existing wharf cranes able to reach across those larger vessels to load and unload them. Furthermore, the backlands facilities, including the WBICTF, cannot handle the volumes of cargo that large vessels can deliver.

Providing the physical and operational capacity to handle the projected cargo throughput and increased vessel size is critical for the Port to fulfill its role of facilitating maritime trade and commerce. Terminal expansions and improvements such as the Proposed Project are a key means of providing that capacity and optimizing the efficiency of the goods movement chain.

1.3 Purpose of an EIS

NEPA was enacted by Congress in 1969, and as noted, was amended substantially in June 2023 by the Fiscal Responsibility Act. NEPA requires federal agency decision makers to document and consider the consequences of their actions or decisions on the quality of the human environment. In enacting NEPA, Congress intended to ensure that environmental information would be available to public officials and citizens before decisions would be made and before actions would be taken by federal agencies. It further was intended that NEPA would help public officials make decisions based on an

understanding of the environmental consequences and take action to protect, restore, and enhance the environment.

When a federal agency determines that a federal action associated with a proposed project could result in significant environmental effects, an EIS is prepared, which must provide a full and fair discussion of anticipated significant environmental impacts. The EIS informs decision makers and the public of the reasonable alternatives to avoid or minimize significant impacts or enhance the quality of the human environment. An EIS is not only a disclosure document but also is a decision-making aid that is used by federal officials in conjunction with other relevant material to plan actions and make decisions.

1.4 Lead, Responsible, and Trustee Agencies

Both NEPA and CEQA define roles for "lead agencies." Under NEPA, the lead agency is that entity that prepares or takes primary responsibility for preparing the NEPA document. Under CEQA, the lead agency is the public agency that has principal responsibility for carrying out or approving a project and causing the appropriate environmental document to be prepared (Guidelines §15367).

USACE and LAHD are the NEPA and CEQA lead agencies, respectively, for the Proposed Project/alternatives, including the evaluation of potential environmental impacts and identification of mitigation measures. USACE and LAHD are preparing this joint EIS/EIR in the interest of efficiency and to avoid duplication of effort.

Several other federal and state agencies have special roles with respect to the Proposed Project and will use this Draft EIS/EIR as the basis for their decisions to issue any approvals and/or permits that might be required. These include federal natural resource and regulatory agencies and state responsible and trustee agencies as defined by State CEQA Guidelines §15386. Table 1-1 lists the lead, responsible, and trustee federal, state, and local agencies that could rely on this EIS/EIR in a review capacity or as a basis for issuance of a permit or other approval for the Proposed Project or an alternative.

Table 1-1: Agencies that Are Expected to use this EIS/EIR

Agency	Responsibilities, Permits, and Approvals
Federal Agencies	
U.S. Army Corps of Engineers (USACE)	Lead federal agency for implementation of NEPA on the Proposed Project. Responsible for permitting work and structures in/over/under navigable waters, discharges of dredged or fill material in waters of the United States, and transport of dredged material for the purpose of ocean disposal at U.S. Environmental Protection Agency (EPA)–designated ocean disposal sites. It is anticipated that a Department of the Army (DA) permit, pursuant to Section 10 of the River and Harbor Act (RHA), Section 404 of the Clean Water Act (CWA), and Section 103 of the Marine Protection, Research, and Sanctuaries Act (MPRSA), would be required for the Proposed Project.
National Oceanographic and Atmospheric Agency (NOAA) Fisheries/National Marine Fisheries Service (NMFS)	Reviews and submits recommendations to USACE related to federal construction actions and issuance of permits in accordance with the Fish and Wildlife Coordination Act and consultations pursuant to Section 7 of the federal Endangered Species Act (ESA) for non-terrestrial species. Administers Marine Mammal Protection Act (MMPA). Also responsible for Essential Fish Habitat (EFH) under the Magnuson-Stevens Fishery Conservation and Management Act. Provides EFH information, reviews potential effects of federal action on EFH, and provides conservation recommendations to USACE

Table 1-1: Agencies that Are Expected to use this EIS/EIR

Agency	Responsibilities, Permits, and Approvals
	through consultation. Issues "take" authorizations under the MMPA and ESA for certain species.
U.S. Coast Guard (USCG)	Has jurisdiction over marine facilities, bridges, and vessel transportation in harbor waters. Responsible for ensuring safe navigation and for preventing and responding to oil or hazardous materials releases in the marine environment.
U.S. Environmental Protection Agency (EPA)	Has primary responsibility for implementing the federal Clean Air Act and works with other federal agencies to implement conformity requirements. Has oversight of the federal Clean Water Act regulatory program. Reviews and submits recommendations for Spill Prevention Control and Countermeasure Plans for non-transportation-related onshore and offshore facilities engaged in storing, processing, refining, transferring, distributing, or consuming oil and gas products. Has regulatory authority for evaluating and designating ocean disposal sites in accordance with Section 102 of the MRPSA and determining suitability of dredged sediments for ocean disposal in accordance with Section 103 of the MPRSA. Reviews and submits requirements to USACE related to federal construction actions and issuance of Section 404 and 103 permits, as applicable.
U.S. Federal Railroad Administration	Reviews and approves changes in rail trackage, connections, signage, and bridges.
U.S. Fish and Wildlife Service (USFWS)	Reviews and submits recommendations to USACE related to federal construction actions and issuance of permits in accordance with the Fish and Wildlife Coordination Act and consultations pursuant to Section 7 of the federal ESA for terrestrial and some aquatic species. Issues "take" authorization under the Migratory Bird Treaty Act and ESA for certain species.
State Agencies	
California Air Resources Control Board (CARB)	Permitting/registering authority for various equipment, such as trucks and reefer units. Enforcement authority for shore power regulations, requiring reductions in emissions from ship auxiliary engines (17 CCR 93118.3).
California Coastal Commission (CCC)	Reviews environmental documents to ensure compliance with the California Coastal Act; performs a federal Consistency Determination under the federal Coastal Zone Management Act if ocean disposal of dredge material is proposed; reviews and must approve Port of Los Angeles Master Plan (PMP) amendments.
California Department of Fish and Wildlife (CDFW)	Reviews and submits recommendations in accordance with CEQA and with the Fish and Wildlife Coordination Act. Issuance of Memoranda of Understanding and permits pertaining to take of state-listed species under the California Endangered Species Act.
California Department of Transportation (Caltrans)	Permitting authority for highway improvements and rail trackage, connections, and signage during construction operations.
California Office of Historic Preservation	Consultation under Section 106 of the National Historic Preservation Act regarding impacts on cultural resources (e.g., demolition of buildings and structures) listed or eligible for listing on the National Register of Historic Places.
California Public Utilities Commission (CPUC)	Permitting authority for rail trackage, connections, crossings, and signage during construction operations.

Table 1-1: Agencies that Are Expected to use this EIS/EIR

Agency	Responsibilities, Permits, and Approvals
California Integrated Waste Management Board (CIWMB)	Statutory and regulatory authority to control the handling and disposal of solid, non-hazardous waste in a manner that protects public safety, health, and the environment. State law assigns responsibility for solid waste management to local governments.
California Water Resources Control Board	Statutory and regulatory authority to manage water resources throughout the state. Oversees the construction and industrial National Pollutant Discharge Elimination System (NPDES) stormwater permit program under Section 402 of the Clean Water Act (CWA).
California State Lands Commission (CSLC)	Dredging and dredge material disposal activities in state tidelands. CSLC has oversight responsibility for tidal and submerged lands legislatively granted in trust to local jurisdictions, and has adopted regulations for the inspection and monitoring of marine terminals. CSLC inspects and monitors all marine facilities for effects on public health, safety, and the environment.
Department of Toxic Substances Control (DTSC) division of the California Environmental Protection Agency (CalEPA)	Regulatory jurisdiction over underground storage tanks containing hazardous material and implements groundwater monitoring provision of the Resource Conservation and Recovery Act. Responsible for general site cleanup outside underground storage tanks (such as state Superfund sites).
Regional Agencies	
Regional Water Quality Control Board, Los Angeles Region (Los Angeles RWQCB)	Regulatory jurisdiction over surface and groundwater in the coastal watersheds of Los Angeles and Ventura counties. Issues Section 401 Clean Water Act water quality certification, Waste Discharge Requirements for discharges, enforces stormwater permits, and issues the municipal separate storm sewer system (MS4) permit to City of Los Angeles. Establishes water quality standards, assesses water and sediment quality under CWA Section 303(d), and promulgates Total Maximum Daily Loads (TMDLs) for the Los Angeles Region Basin Plan.
Los Angeles County Fire Department	Licensing and inspection authority for all hazardous waste generation in the City of Los Angeles. Provides regulation and oversight of site remediation projects involving hazardous waste generators, where surface and subsurface soils are contaminated with hazardous substances.
South Coast Air Quality Management District (SCAQMD)	Permitting authority for construction of landfill and operation of pump stations, storage tanks, and stationary sources at terminal facilities; activities involving hydrocarbon-containing soils (Rule 1166); and new or modified sources of air emissions (New Source Review).
Southern California Association of Governments (SCAG)	Responsible for developing regional plans for transportation and federal conformity, as well as developing growth factors used in forecasting air emissions in the South Coast Air Basin.
Local Agencies	
City of Los Angeles Harbor Department (LAHD)	The City of Los Angeles, through its Harbor Department, is the lead agency for CEQA and the California Coastal Act for most projects within the harbor (via the certified PMP). Other City departments (listed below) have various other approval and permitting responsibilities. Pursuant to its authority, LAHD could issue permits and other approvals (e.g., coastal development permits, leases for occupancy of Port land, approval of operating, and joint venture or other types of agreements for the operation of facilities) for the Proposed Project and alternatives evaluated in this Draft EIS/EIR.

Table 1-1: Agencies that Are Expected to use this EIS/EIR

Agency	Responsibilities, Permits, and Approvals
City of Los Angeles Building and Safety Department	Permitting authority for building and grading permits. Approves, in conjunction with the Bureau of Sanitation, any required Standard Urban Stormwater Mitigation Plans or Site Specific Mitigation Plans implementing requirements of the MS4 permit that has been issued by Los Angeles RWQCB to the City of Los Angeles.
City of Los Angeles Bureau of Engineering	Permitting authority for storm drain connections, permit for discharges of stormwater, permits for water discharges to the wastewater collection system, and approval of street vacations.
City of Los Angeles Bureau of Sanitation	Permitting authority for Industrial Waste Permit for discharges of industrial wastewater to the City sewer system. Approves, in conjunction with the Building and Safety Department, any required Standard Urban Stormwater Mitigation Plans or site-specific mitigation plans that may be necessary to implement MS4 permits issued by the regional water quality control board.
City of Los Angeles Fire Department	Approval of Business Plan and Risk Management and Prevention Program. Reviews and submits recommendations regarding design for building permit.
City of Los Angeles Transportation Department	Reviews and approves changes in City street design, construction, signalization, signage, and traffic counts.
City of Los Angeles Planning Department	Zone changes or general plan amendments.

1.5 Scope and Content of the Draft EIS

The scope of this Draft EIS is based on the Notice of Intent (NOI) published in the *Federal Register* by USACE on April 11, 2014, which was informed by an Initial Study (IS) and Notice of Preparation (NOP) prepared by LAHD pursuant to CEQA, and on subsequent comments by agencies and the public (see Appendix 2, NOI/IS-NOP, in Part 2). A public scoping hearing was held on May 8, 2014, in San Pedro. No public comments were received during the scoping meeting. The public review period ended May 25, 2014, and seven comment letters were received.

The scope of the proposed Project described in the April 2014 NOI and Special Public Notice – NOI/NOP of the Draft EIS/EIR and Public Scoping Meeting for the Berths 121-131 [Yang Ming] Container Terminal Redevelopment Project (i.e., the original Proposed Project) was substantially larger than the current Proposed Project analyzed in this Draft EIS because the Port subsequently determined that the original two-phase proposal was not economically feasible and dropped substantial elements (i.e., most of the second phase) from the Proposed Project. The current Proposed Project closely corresponds to an alternative to the original project, namely the Reduced Project Alternative, and thus has lesser environmental impacts than the original proposed Project. In addition, the timeline for the Proposed Project shifted due to lengthy efforts to negotiate an agreement with the original tenant of the site. Because the changes represented an overall decrease in project scope and potential environmental impacts and did not introduce any new elements other than shifting the timing to future dates, the USACE determined that a new NOI was not required. Similarly, LAHD determined that a new NOP (under CEQA) need not be prepared and circulated for public review and comment.

1.6 Key Principles Guiding Preparation of This Draft EIS

1.6.1 NEPA Baseline

The NEPA baseline for determining significance of environmental 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 DA permit by USACE, and is equivalent, in this document, to the No Federal Action Alternative. Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA baseline is not bound to a "flat" or "no-growth" scenario; therefore, the NEPA baseline could include backland terminal construction and increases in backland operations over the life of a project, which do not require federal action or approval.

For the Proposed Project, therefore, the NEPA Baseline/No Federal Action Alternative consists of the expansion of the existing on-dock railyard, including installation of seven rail-mounted gantry cranes, and any backlands improvements such as repaving, construction of support buildings, and installation of electric charging infrastructure that LAHD might undertake.

1.6.2 Mitigation

While CEQ published a Federal Register notice with an interim final rule removing/rescinding their regulations implementing NEPA on February 25, 2025 (see 90 FR 10610), these regulations may continue to serve as guidance to federal agencies preparing NEPA documents. As noted in their Federal Register notice, "the removal of CEQ's regulations does not strip agencies of discretion to continue following similar procedures. Agencies have NEPA implementing procedures that largely conform to CEQ's regulations." Of note, 40 CFR section 1505.3 specified that:

> "…mitigation and other conditions established in the environmental impact statement or during its review and committed as part of the decision shall be implemented by the lead agency or other appropriate consenting agency."

Moreover, with respect to the USACE Regulatory Program, guidance on conditioning of permits to require mitigation is provided in Corps regulations, 33 CFR section 320.4(r) and section 325.4.

Although USACE could identify and analyze impacts outside its jurisdiction, USACE limits the placement of special conditions (requirements for mitigation) in USACE permits to areas within USACE jurisdiction (i.e., areas directly subject to its permitting authority under Section 10 of the RHA, Section 404 of the CWA, and Section 103 of the MPRSA). USACE cannot constrain operations outside its jurisdiction where, absent a USACE DA permit for construction in/over/under navigable waters and/or discharges into waters of the United States, the federal government has no authority over operations that could otherwise occur. Therefore, while indirect and/or cumulative effects within the USACE scope of analysis for the proposed action (i.e., traceable to the issuance of a DA permit) may exist in the backlands and are disclosed in this environmental document, USACE would not place special conditions on those backland impacts because activities in the backlands are not within USACE jurisdiction, and some portion of those impacts

would occur without a USACE DA permit. Consideration of environmental effects "outside of the Corps' regulatory authority" is also consistent with the USACE's Procedures for Implementing NEPA; Processing of Department of the Army Permits (see Interim Final Rule published in 90 *Federal Register* 29465, on July 3, 2025, promulgating 33 CFR Part 333 and making conforming changes to 33 CFR Parts 320 and 325). However, it should be noted that mitigation would be applied by LAHD to address backland impacts under CEQA.

1.6.3 Requirements to Evaluate Alternatives

According to the recently removed/rescinded CEQ NEPA regulations, the alternatives section of an EIS is required to:

- rigorously explore and objectively evaluate a range of reasonable alternatives;
- include reasonable alternatives not within the jurisdiction or congressional mandate of the lead agency, if applicable;
- include the No Federal Action (NEPA) alternative;
- develop substantial treatment of each alternative, including the proposed action, so that reviewers could evaluate their comparative merits;
- identify the Preferred Alternative of the lead agency;
- include appropriate mitigation measures (when not already part of the proposed action or alternatives); and
- present the alternatives that were eliminated from detailed study and briefly discuss the reason(s) for elimination.

As noted, while they were removed/rescinded, federal agencies may continue to consider CEQ's NEPA Implementing Regulations as guidance (along with a federal agency's own NEPA Implementation Procedures) in preparing an EIS. Guidance to continue considering is for the EIS to describe a reasonable range of feasible alternatives to a proposed project, or to the location of a proposed project that could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any significant environmental impacts.

1.7 Availability of the Draft EIS

The Draft EIS for the Proposed Project and alternatives is being released to agencies, organizations, and interested groups and persons for comment during the formal review period in accordance with 33 CFR Parts 320, 325, and 333, which include USACE's Procedures for Implementing NEPA; Processing of Department of the Army Permits (see July 3, 2025, Interim Final Rule in 90 *Federal Register* 29465). A 45-day comment period has been established during which the Draft EIS is available in its entirety on the U.S. Environmental Protection Agency website (eNEPA) at:

https://cdxapps.epa.gov/cdx-enepa-II/public/action/eis/search;

and on the Port of Los Angeles website at:

https://www.portoflosangeles.org/environment/environmental-documents.

In addition, a printed copy of the Draft EIS is available to review upon request at the following location:

LAHD Environmental Management Division
425 South Palos Verdes Street
San Pedro, California 90731

Please send your request to ceqacomments@portla.org or call (310) 732-3412 to schedule an appointment to review a copy.

Interested parties may provide written comments on the Draft EIS/EIR, which must be postmarked by the last day of the public comment period. Please address comments to both:

U.S. Army Corps of Engineers
Los Angeles District, Regulatory Division
Ventura Field Office
c/o Crystal L. Huerta, Senior Project Manager
60 South California Street, Suite 201
Ventura, CA 93001-2598

Lisa Wunder, Acting Director
Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

Written comments may also be sent via email to the U.S. Army Corps of Engineers at crystal.l.huerta@usace.army.mil and to the Port of Los Angeles at ceqacomments@portla.org. All correspondence, through mail or email, should include the project title in the subject line.