

Modifications to the Draft EIS/EIR

3.1 Introduction

This chapter of the document addresses modifications to the Draft EIS/EIR for the Berths 226-232 [Everport] Container Terminal Project (proposed Project) at the Port of Los Angeles (Port). It presents all revisions related to public comments, as determined necessary by the lead agencies, for the following areas of the document:

- Executive Summary
- Section 3.2, Air Quality and Meteorology
- Section 3.5, Greenhouse Gas Emissions
- Section 3.6, Ground Transportation
- Section 3.10, Noise
- Chapter 4, Cumulative Analysis
- Chapter 6, Comparison of Alternatives
- Appendix B1, Air Quality Regulations/Methodology and Air Quality and GHG Emission
- Appendix B.4, Draft General Conformity Determination
- Appendix F2, Evaluation of Dredged Material Disposal Option
- Additional Appendix - Investigation of 2033 HRA Start Year for the Everport Container Terminal Improvements Project

Any revisions to supporting documentation are also presented. The numbering format from the Draft EIS/EIR is maintained in the sections presented here. Only sections that have revisions based on public comment are included, and sections that have no revisions are not included. Readers are referred to the Draft EIS/EIR to view complete sections.

It should be noted that most of the changes were editorial in nature. Some mitigation measures were revised in response to agency requests. None of the edits result in changes to significance findings.

As provided in Section 15088(c) of the State CEQA Guidelines, responses to comments may take the form of a revision to a Draft EIR or may be separate section in the Final EIR. As provided in 40 CFR 1503.4(c), to comply with NEPA, responses to comments may take the form of revisions to a Draft EIS, or if changes to the EIS in responses to comments are minor, then changes may be provided on errata sheets attached to the Draft

1 EIS. This chapter complies with the latter of these two guidelines and provides changes
2 to the Draft EIS/EIR in revision-mode text (i.e., deletions are shown with ~~striketrough~~
3 and additions are shown with underline). These notations are meant to provide
4 clarification, corrections, or minor revisions as needed as a result of public comments or
5 because of changes in the proposed Project since the release of the Draft EIS/EIR.

6 **3.2 Changes to the Draft EIS/EIR**

7 The following changes to the text as presented below are incorporated into the Final
8 EIS/EIR:

9 **3.2.1 Changes Made to the Executive Summary**

10 **Section ES.5.2, Pages ES-27 to 37, Table ES-3**

11 The rows under 3.2 Air Quality and Meteorology are revised, as follows:

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

3.2 Air Quality and Meteorology				
Proposed Project	<p>AQ-1: The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-6.</p>	<p>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.</p>	<p>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.</p>	<p>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.</p>
		<p>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.</p>		<p>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.</p>
Proposed Project	<p>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.</p>	<p>CEQA: Maximum off-site ambient air pollutant concentrations would be significant for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant for NO₂ (federal 1-hour average) and PM₁₀ (24-hour and annual average).</p>	<p>MM AQ-1 through MM AQ-5</p>	<p>CEQA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO₂ (federal 1-hour average) and PM₁₀ (24-hour and annual average).</p>
		<p>NEPA: Maximum off-site ambient air pollutant concentrations would be significant for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant for NO₂ (federal 1-hour average).</p>		<p>NEPA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO₂ (federal 1-hour average).</p>

<p>AQ-3: The proposed Project would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8.</p>	<p>CEQA: Operations would be significant for NO_x in 2019, 2033, and 2038 and CO and VOC in 2033 and 2038.</p>	<p>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.</p>	<p>CEQA: Operations would be significant and unavoidable for CO and VOC in 2033 and 2038.</p>
	<p>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.</p>		<p>NEPA: Operations would be significant and unavoidable for NO_x in 2026, 2033, 2038 and CO and VOC in 2033 and 2038.</p>
<p>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.</p>	<p>CEQA: Operations would be significant for NO₂ (federal 1-hour average), PM₁₀ (24-hour and annual averages), and PM_{2.5} (24-hour average).</p>	<p>MM AQ-6 and MM AQ-7</p>	<p>CEQA: Operations would be significant and unavoidable for NO₂ (federal 1-hour average), PM₁₀ (24-hour and annual averages), and PM_{2.5} (24-hour average).</p>
	<p>NEPA: Operations would be significant for PM₁₀ (24-hour and annual averages).</p>		<p>NEPA: Operations would be significant and unavoidable for PM₁₀ (24-hour and annual averages).</p>
<p>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.</p>	<p>CEQA: Less than significant</p>	<p>No mitigation is required</p>	<p>CEQA: Less than significant</p>
	<p>NEPA: Less than significant</p>		<p>NEPA: Less than significant</p>
<p>AQ-6: The proposed Project would not create an objectionable odor at the nearest sensitive receptor.</p>	<p>CEQA: Less than significant</p>	<p>No mitigation is required</p>	<p>CEQA: Less than significant</p>
	<p>NEPA: Less than significant</p>		<p>NEPA: Less than significant</p>
<p>AQ-7: The proposed Project would expose receptors to significant levels of TACs.</p>	<p>CEQA: Less than significant</p>	<p>No mitigation is required</p>	<p>CEQA: Less than significant</p>
	<p>NEPA: Construction and operation would be significant for individual cancer risk and population cancer burden.</p>		<p>MM AQ-1 through MM AQ-7, LM AQ-1, and LM AQ-2</p>
<p>AQ-8: The proposed Project would not conflict with or obstruct implementation of an applicable AQMP.</p>	<p>CEQA: Less than significant</p>	<p>No mitigation is required</p>	<p>CEQA: Less than significant.</p>
	<p>NEPA: Less than significant</p>		<p>NEPA: Less than significant</p>

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.
	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.
		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.
		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.
	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). NEPA: 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 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 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 NEPA: Less than significant		No mitigation is required
	AQ-6: Alternative 3 would not create an objectionable odor at the nearest sensitive receptor.	CEQA: Less than significant NEPA: Less than significant	No mitigation is required	CEQA: Less than significant NEPA: Less than significant
	AQ-7: Alternative 3 would expose receptors to significant levels of TACs.	CEQA: Less than significant NEPA: Construction and operation would be significant for individual cancer risk.	No mitigation is required	CEQA: Less than significant NEPA: Less than significant
	AQ-8: Alternative 3 would not conflict with or obstruct implementation of an applicable AQMP.	CEQA: Less than significant NEPA: Less than significant	No mitigation is required	CEQA: 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, LM AQ-1, and LM AQ-2	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 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.
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 NEPA: Less than significant	No mitigation is required	CEQA: 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 NEPA: Less than significant	No mitigation is required	CEQA: Less than significant NEPA: Less than significant
	AQ-7: Alternative 4 would not expose receptors to significant levels of TACs.	CEQA: Less than significant NEPA: Less than significant	No mitigation is required	CEQA: 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 NEPA: Less than significant	No mitigation is required	CEQA: 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.
		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.

<p>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.</p>	<p>CEQA: Maximum off-site ambient air pollutant concentrations would be significant for NO₂ (federal and state 1-hour average). Overlapping construction and operations would be significant for PM₁₀ (24-hour and annual average).</p>	<p>MM AQ-1 through MM AQ-5</p>	<p>CEQA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for PM₁₀ (24-hour and annual average).</p>
	<p>NEPA: Maximum off-site ambient air pollutant concentrations would be significant for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant for NO₂ (federal 1-hour average).</p>		<p>NEPA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO₂ (federal 1-hour average).</p>
<p>AQ-3: Alternative 5 would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8.</p>	<p>CEQA: Operations would be significant for NO_x in 2019, 2033, and 2038 and CO and VOC in 2033 and 2038.</p>	<p>MM AQ-6, MM AQ-7, LM AQ-1, and LM AQ-2</p>	<p>CEQA: Operations would be significant and unavoidable for CO and VOC in 2033 and 2038.</p>
	<p>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.</p>		<p>NEPA: Operations would be significant and unavoidable for NO_x in 2026, 2033, 2038 and CO and VOC in 2033 and 2038.</p>
<p>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.</p>	<p>CEQA: Operations would be significant for NO₂ (federal 1-hour average), PM₁₀ (24-hour and annual averages), and PM_{2.5} (24-hour average).</p>	<p>MM AQ-6 and MM AQ-7</p>	<p>CEQA: Operations would be significant and unavoidable for NO₂ (federal 1-hour average), PM₁₀ (24-hour and annual averages), and PM_{2.5} (24-hour average).</p>
	<p>NEPA: Operations would be significant for PM₁₀ (24-hour and annual averages).</p>		<p>NEPA: Operations would be significant and unavoidable for PM₁₀ (24-hour and annual averages).</p>
<p>AQ-5: Alternative 5 would not generate on-road traffic that</p>	<p>CEQA: Less than significant</p>	<p>No mitigation is required</p>	<p>CEQA: Less than significant</p>

	would contribute to an exceedance of the 1-hour or 8-hour CO standards.	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
	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

1

Section ES.5.2.4, Pages ES-58 to ES-59

Revise mitigation measures MM AQ-2, MM AQ-3, MM AQ-5, and MM AQ-7 as follows:

MM AQ-2: On-road Trucks Used during Construction. On-road trucks shall comply with EPA 2010 on-road emission standards or better, unless the contractor can reasonably demonstrate provides a written finding consistent with project contract or lease management requirements and obtains written approval from the Lead Agency 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 the contractor can reasonably demonstrate provides a written finding consistent with project contract or lease management requirements and obtains written approval from the Lead Agency that such equipment is unavailable to the satisfaction of LAHD.

MM AQ-5: General Construction Mitigation Measure. All dredging equipment must be electric; however, this is subject to availability of the equipment. 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.

MM AQ-7: Alternative Maritime Power (AMP). By 2020 or upon substantial completion of construction, ~~85~~90 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.

Section ES.5.2.4, Page ES-59

Revise the footnote for mitigation measure MM BIO-1, as follows:

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.²¹

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

²¹Marine 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.~~

Section ES.5.2.4, Page ES-60

Revise mitigation measure MM NOI-2, as follows:

MM NOI-2: Utilize Temporary Noise Attenuation Curtain Adjacent to Pile Driving Equipment. If under MM NOI-1 the reduced pile driving noise exceeds 103 dBA at 50 feet from the pile driver, 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.

Section ES.5.2.5, Page ES-61

Revise lease measure LM GHG-1, as follows:

LM GHG-1: GHG Credit Fund. Proposed Project GHG emissions are 278,70899,812 metric tons of CO₂e above the CEQA Baseline in the peak year of operations in 2038. They exceed the 10,000 metric ton CO₂e significance threshold by 268,70899,856 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 the equivalent of 1 percent of the minimum annual guarantee (MAG) at the time that project construction will commence. This amount will be approximately \$300,000\$250,000, payable upon substantial completion of Project construction. This amount is appropriate because it takes into account the tenant's actual container throughput and assesses a fee in correlation with the facility's GHG \$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, the Tenant shall instead purchase credits from an approved GHG offset registry in the amount of approximately \$300,000\$250,000.

Section ES.5.2.6, Page ES-64

Revise the first bullet under "Air Quality", as follows

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 PM₁₀. 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 PM₁₀ under CEQA.

Section ES.5.2.6, Pages ES-64 to ES-65

Add the following between the second bullet and third bullet under “Air Quality”, as follows:

- Alternative 3 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact for CO and VOC emissions in 2033 and 2038 under CEQA, and for NO_x in 2026, 2033, and 2038 and CO in 2033 and 2038 under NEPA.

3.2.2 Changes Made to Section 3.2, Air Quality and Meteorology

Section 3.2.4.5, Pages 3.2-32 to 3.2-33

Revise mitigation measures MM AQ-2, MM AQ-3, and MM AQ-5, as follows:

MM AQ-2: On-road Trucks Used during Construction. On-road trucks shall comply with EPA 2010 on-road emission standards or better, unless the contractor can reasonably demonstrate provides a written finding consistent with project contract or lease management requirements and obtains written approval from the Lead Agency 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 provides a written finding consistent with project contract or lease management requirements and obtains written approval from the Lead Agency that such equipment is unavailable to the satisfaction of LAHD.

MM AQ-5: General Construction Mitigation Measure. All dredging equipment must be electric; however, this is subject to availability of the equipment. 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.

Section 3.2.4.5, Pages 3.2-46 to 3.2-49, Table 3.2-20

Revise Table 3.2-20, as follows:

Table 3.2-20: Peak Daily Operational Emissions — Proposed Project (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
Year 2019												
Ships: Main Propulsion Engines	127	119	7,113	146	834	480	111	105	6,068	118	779	460
Ships: Aux Engines and Boilers	42	40	1,695	101	154	61	35	33	1,345	90	123	49
AMP Electricity Use	1	1	10	4	5	0	2	2	17	7	8	0
Tugboats	2	2	63	0	134	10	2	2	63	0	134	10
Trucks	164	53	2,664	5	235	73	164	53	2,664	5	235	73
Line Haul Locomotives	27	25	1,099	1	284	44	27	25	1,099	1	284	44
Switch Locomotives	0	0	16	0	5	1	0	0	16	0	5	1
Cargo Handling Equipment	4	3	306	2	393	34	4	3	306	2	393	34
Worker Vehicles	17	5	8	0	88	3	17	5	8	0	88	3
Total Operational Year 2019	383	247	12,976	260	2,131	706	361	227	11,586	224	2,049	675
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-81	-56	217	-822	163	-59	-102	-76	-1,172	-859	80	-91
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	No	No	No	No
NEPA Impacts												
NEPA Baseline Emissions	367	234	11,841	244	2,006	687	367	234	11,841	244	2,006	687
Project Minus NEPA Baseline	16	13	1,135	17	126	19	-6	-7	-254	-20	43	-12
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	No	No	No	No
Year 2026												
Ships: Main Propulsion Engines	132	124	7,148 6,293	150	876	506	117	110	5,576	122	822	487
Ships: Aux Engines and Boilers	50	47	1,942	117	185	73	43	41	1,487	107	154	61
AMP Electricity Use	2	2	23	10	11	1	3	3	29	12	14	1
Tugboats	2	1	60	0	143	10	2	1	60	0	143	10
Trucks	191	54	1,231	6	198	42	191	54	1,231	6	198	42
Line Haul Locomotives	26	24	1,191	2	459	45	26	24	1,191	2	459	45
Switch Locomotives	0	0	18	0	7	1	0	0	18	0	7	1
Cargo Handling Equipment	5	4	158	3	552	38	5	4	158	3	552	38
Worker Vehicles	20	6	5	0	68	3	20	6	5	0	68	3
Total Operational Year 2026	427	263	11,777	288	2,500	719	406	243	9,756	252	2,418	688

Table 3.2-20: Peak Daily Operational Emissions — Proposed Project (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
			<u>10,922</u>									
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-36	-40	982 <u>-1,837</u>	-794	531	-46	-58	-60	-3,002	-831	449	-77
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	No	No	No	No	No	No	No	No	No	No
NEPA Impacts												
NEPA Baseline Emissions	344	215	8,523	236	2,058	641	344	215	8,523	236	2,058	641
Project Minus NEPA Baseline	83	48	3,255 <u>2,400</u>	53	442	79	62	28	1,234	16	360	48
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	Yes	No	No	Yes	No	No	No
Year 2033												
Ships: Main Propulsion Engines	190	178	10,544 <u>5,862</u>	226	1,216	692	156	146	4,915	162	1,095	649
Ships: Aux Engines and Boilers	46	43	1,854	102	176	69	43	41	1,093	100	162	64
AMP Electricity Use	1	1	12	5	6	0	2	2	17	7	8	0
Tugboats	2	2	85	0	204	15	2	2	85	0	204	15
Trucks	209	58	1,030	6	224	40	209	58	1,030	6	224	40
Line Haul Locomotives	58	53	3,125	8	1,935	115	58	53	3,125	8	1,935	115
Switch Locomotives	1	1	41	0	16	2	1	1	41	0	16	2
Cargo Handling Equipment	6	5	172	4	713	48	6	5	172	4	713	48
Worker Vehicles	24	7	4	0	64	3	24	7	4	0	64	3
Total Operational Year 2033	537	349	16,869 <u>12,187</u>	351	4,554	985	500	315	10,483	288	4,421	936
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	73	46	4,110 <u>-572</u>	-731	2,585	220	37	12	-2,276	-795	2,452	171
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes <u>No</u>	No	Yes	Yes	No	No	No	No	Yes	Yes

Table 3.2-20: Peak Daily Operational Emissions — Proposed Project (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
NEPA Impacts												
NEPA Baseline Emissions	405	270	7,729	279	3,437	852	405	270	7,729	279	3,437	852
Project Minus NEPA Baseline	132	79	9,140 4,458	72	1,117	133	96	45	2,753	9	984	85
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	Yes	Yes	No	Yes	Yes	No	No	Yes	No	Yes	Yes
Year 2038												
Ships: Main Propulsion Engines	190	178	10,544 3,541	226	1,216	692	156	146	3,042	162	1,095	649
Ships: Aux Engines and Boilers	46	43	1,854	102	176	69	43	41	745	100	162	64
AMP Electricity Use	1	1	12	5	6	0	2	2	17	7	8	0
Tugboats	2	2	77	0	176	13	2	2	77	0	176	13
Trucks	209	58	929	6	216	37	209	58	929	6	216	37
Line Haul Locomotives	36	33	2,253	8	1,935	84	36	33	2,253	8	1,935	84
Switch Locomotives	0	0	23	0	16	1	0	0	23	0	16	1
Cargo Handling Equipment	6	5	166	4	713	48	6	5	166	4	713	48
Worker Vehicles	24	7	4	0	56	3	24	7	4	0	56	3
Total Operational Year 2038	514	328	15,862 8,859	351	4,511	948	477	294	7,255	288	4,377	899
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	50	25	3,103 -3,900	-732	2,542	183	14	-9	-5,504	-795	2,409	134
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes No	No	Yes	Yes	No	No	No	No	Yes	Yes
NEPA Impacts												
NEPA Baseline Emissions	390	257	4,524	279	3,397	827	390	257	4,524	279	3,397	827
Project Minus NEPA Baseline	124	71	11,338 4,335	72	1,114	121	87	37	2,731	9	980	72
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	Yes	Yes	No	Yes	Yes	No	No	Yes	No	Yes	Yes

Table 3.2-20: Peak Daily Operational Emissions — Proposed Project (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC

Notes:

Emissions assume the simultaneous occurrence of peak daily equipment activity levels. Such levels would rarely occur during day-to-day terminal operations.

Truck, train, ship, and worker commute emissions include transport within the South Coast Air Basin.

AMP electricity use reflects indirect emissions from regional power generation.

NEPA baseline emissions reflect the NEPA baseline operational, presented in Table 3.2-5.

Emissions might not precisely add due to rounding.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Section 3.2.4.5, Page 3.2-50

Revise CEQA Impact Determination first paragraph, as follows:

Table 3.2-20 shows that unmitigated peak daily operational emissions would exceed the SCAQMD daily emission thresholds and would be significant for NO_x in 2019 and ~~NO_x~~, CO₂, and VOC under CEQA in years 2033 and 2038.

Section 3.2.4.5, Page 3.2-51

Revise mitigation measures MM AQ-7, as follows:

MM AQ-7: Alternative Maritime Power (AMP). By 2020 or upon substantial completion of construction, ~~85~~⁹⁰ 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.

Section 3.2.4.5, Page 3.2-52

Revise Residual Impacts first paragraph, as follows:

Table 3.2-20 shows that emissions from operation of the proposed Project would be reduced with mitigation. Emissions of NO_x in 2019, ~~2033 and 2038~~ would be reduced to levels that are less than significant under CEQA. However, CO and VOC emissions in 2033 and 2038 would remain significant and unavoidable under CEQA.

Section 3.2.4.5, Page 3.2-54, Table 3.2-21

Revise MM AQ-7 in Table 3.2-21, as follows:

Table 3.2-21: Comparison between San Pedro Bay Ports 2010 CAAP Update Control Measures and Proposed Project Mitigation Measures

CAAP Measure #	CAAP Measure Name	CAAP Measure Description	EIS/EIR Mitigation Measure (MM)	Discussion
SPBP-OGV2	Reduction of At-Berth OGV Emissions	The use of shore power to reduce hoteling emissions implemented at all container and cruise terminals and one liquid bulk terminal at the Port of Los Angeles	MM AQ-7: By 2019, 85 90 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.	MM AQ-7 complies with CAAP OGV2. OGV2 is preempted by CARB regulation.

1

1
2

Section 3.2.4.5, Pages 3.2-95 to 3.2-97, Table 3.2-35

Revise Table 3.2-35, as follows:

Table 3.2-35: Peak Daily Operational Emissions—Alternative 1 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
Year 2019												
Ships: Main Propulsion Engines	131	123	7,359	151	859	494	113	106	6,121	118	794	471
Ships: Aux Engines and Boilers	43	41	1,689	108	154	61	44	41	1,687	110	154	61
AMP Electricity Use	2	2	17	7	8	0	2	2	18	8	9	0
Tugboats	2	2	63	0	134	10	2	2	63	0	134	10
Trucks	162	52	2,646	5	234	73	162	52	2,646	5	234	73
Line Haul Locomotives	25	23	1,046	1	270	42	25	23	1,046	1	270	42
Switch Locomotives	0	0	16	0	5	1	0	0	16	0	5	1
Cargo Handling Equipment	3	3	236	2	318	26	3	3	236	2	318	26
Worker Vehicles	17	5	8	0	87	3	17	5	8	0	87	3
Total Operational Year 2019	385	250	13,079	275	2,070	710	367	234	11,841	244	2,006	687
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Alternative Minus CEQA Baseline	-79	-53	321	-808	101	-56	-97	-69	-918	-839	37	-79
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	No	No	No	No
Year 2026												
Ships: Main Propulsion Engines	134	126	7,508 6,326	154	876	504	115	108	5,262	120	811	481
Ships: Aux Engines and Boilers	47	44	1,896	112	173	68	39	37	1,300	100	138	55
AMP Electricity Use	1	1	10	4	5	0	2	2	17	7	8	0
Tugboats	2	1	60	0	143	10	2	1	60	0	143	10
Trucks	148	42	959	4	154	32	148	42	959	4	154	32
Line Haul Locomotives	17	16	785	1	303	30	17	16	785	1	303	30
Switch Locomotives	0	0	14	0	6	1	0	0	14	0	6	1
Cargo Handling Equipment	4	3	121	3	437	29	4	3	121	3	437	29
Worker Vehicles	17	5	5	0	58	2	17	5	5	0	58	2
Total Operational Year 2026	370	239	11,357 10,175	279	2,154	677	344	215	8,523	236	2,058	641

Table 3.2-35: Peak Daily Operational Emissions—Alternative 1 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Alternative Minus CEQA Baseline	-94	-64	3,216 <u>-2,584</u>	-803	185	-88	-119	-88	-4,236	-847	89	-125
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	No	No	No	No	No	No	No	No	No	No
Year 2033												
Ships: Main Propulsion Engines	189	178	10,812 <u>5,139</u>	228	1,206	684	153	144	3,938	159	1,076	638
Ships: Aux Engines and Boilers	53	50	2,226	119	202	79	41	38	843	100	147	58
AMP Electricity Use	0	0	4	2	2	0	2	2	16	7	8	0
Tugboats	2	2	85	0	204	15	2	2	85	0	204	15
Trucks	146	41	718	4	157	28	146	41	718	4	157	28
Line Haul Locomotives	37	34	1,964	5	1,216	72	37	34	1,964	5	1,216	72
Switch Locomotives	0	0	27	0	12	2	0	0	27	0	12	2
Cargo Handling Equipment	5	4	133	3	563	36	5	4	133	3	563	36
Worker Vehicles	20	6	4	0	54	2	20	6	4	0	54	2
Total Operational Year 2033	452	315	15,975 <u>10,302</u>	362	3,617	919	405	270	7,729	279	3,437	852
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Alternative Minus CEQA Baseline	-11	12	3,216 <u>-2,457</u>	-721	1,649	154	-59	-33	-5,029	-804	1,468	86
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes <u>No</u>	No	Yes	Yes	No	No	No	No	Yes	Yes
Year 2038												
Ships: Main Propulsion Engines	189	178	10,812 <u>2,302</u>	228	1,206	684	153	144	1,765	159	1,076	638
Ships: Aux Engines and Boilers	53	50	2,226	119	202	79	41	38	459	100	147	58
AMP Electricity Use	0	0	4	2	2	0	2	2	16	7	8	0
Tugboats	2	2	77	0	176	13	2	2	77	0	176	13
Trucks	145	40	646	4	152	26	145	40	646	4	152	26
Line Haul Locomotives	23	21	1,416	5	1,216	53	23	21	1,416	5	1,216	53

Table 3.2-35: Peak Daily Operational Emissions—Alternative 1 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
Switch Locomotives	0	0	13	0	12	1	0	0	13	0	12	1
Cargo Handling Equipment	5	4	129	3	563	36	5	4	129	3	563	36
Worker Vehicles	20	6	3	0	47	2	20	6	3	0	47	2
Total Operational Year 2038	438	302	15,327 6,817	362	3,577	895	390	257	4,524	279	3,397	827
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Alternative Minus CEQA Baseline	-26	-1	2,569 -5,941	-721	1,609	129	-74	-46	-8,234	-804	1,429	62
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes No	No	Yes	Yes	No	No	No	No	Yes	Yes

Notes:

Emissions assume the simultaneous occurrence of peak daily equipment activity levels. Such levels would rarely occur during day-to-day terminal operations.

Truck, train, ship, and worker commute emissions include transport within the South Coast Air Basin.

AMP electricity use reflects indirect emissions from regional power generation.

NEPA does not require analysis of the No Project Alternative.

Emissions might not precisely add due to rounding.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Section 3.2.4.5, Page 3.2-98

Revise CEQA Impact Determination first paragraph, as follows:

Table 3.2-35 shows that peak daily operational emissions would exceed the SCAQMD daily emission thresholds and would be significant under CEQA for NO_x in 2019, ~~2033,~~ and ~~2038~~ and CO and VOC in 2033 and 2038. Therefore, emissions of NO_x, CO, and VOC associated with the operation of Alternative 1 would be significant under CEQA before mitigation.

Section 3.2.4.5, Page 3.2-98

Revise Residual Impacts first paragraph, as follows:

Table 3.2-35 shows that emissions from operation of Alternative 1 would be reduced with mitigation. Emissions for NO_x in 2019, ~~2033,~~ and ~~2038~~ would be reduced to levels that are less than significant under CEQA. However, CO and VOC emissions in 2033 and 2038 would remain significant and unavoidable under CEQA.

Section 3.2.4.5, Page 3.2-110

Revise CEQA Impact Determination first paragraph, as follows:

Table 3.2-35, presented under Alternative 1, shows that peak daily operational emissions from Alternative 2 would exceed the SCAQMD daily emission thresholds and would be significant under CEQA for NO_x in 2019, ~~2033,~~ and ~~2038~~ and CO and VOC in 2033 and 2038. Therefore, emissions of NO_x, CO, and VOC associated with the operation of Alternative 2 would be significant under CEQA.

Section 3.2.4.5, Pages 3.2-141 to 3.2-143, Table 3.2-52

Revise Table 3.2-52, as follows:

Table 3.2-52: Peak Daily Operational Emissions — Alternative 3 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
Year 2019												
Ships: Main Propulsion Engines	124	117	6,978	142	823	475	109	103	5,932	114	769	455
Ships: Aux Engines and Boilers	30	28	1,220	68	111	44	27	26	1,102	66	100	40
AMP Electricity Use	1	1	5	2	3	0	1	1	8	4	4	0
Tugboats	2	2	63	0	134	10	2	2	63	0	134	10
Trucks	159	51	2,592	5	229	71	159	51	2,592	5	229	71
Line Haul Locomotives	23	22	966	1	250	39	23	22	966	1	250	39
Switch Locomotives	0	0	16	0	5	1	0	0	16	0	5	1
Cargo Handling Equipment	4	3	286	2	371	32	4	3	286	2	371	32
Worker Vehicles	17	5	8	0	86	3	17	5	8	0	86	3
Total Operational Year 2019	360	228	12,134	221	2,011	674	342	212	10,974	192	1,947	650
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-104	-75	-625	-861	42	-91	-121	-91	-1,785	-891	-21	-115
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	No	No	No	No	No	No	No	No	No	No
NEPA Impacts												
NEPA Baseline Emissions	367	234	11,841	244	2,006	687	367	234	11,841	244	2,006	687
Project Minus NEPA Baseline	-7	-6	293	-22	5	-13	-24	-22	-867	-52	-59	-36
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	No	No	No	No
Year 2026												
Ships: Main Propulsion Engines	129	121	6,968 5,782	147	853	493	113	107	5,065	118	799	474
Ships: Aux Engines and Boilers	44	42	1,691	107	162	64	40	38	1,289	100	142	57
AMP Electricity Use	3	3	26	11	13	1	3	3	31	13	15	1
Tugboats	2	1	60	0	143	10	2	1	60	0	143	10
Trucks	181	51	1,168	5	188	40	181	51	1,168	5	188	40
Line Haul Locomotives	24	22	1,104	2	426	42	24	22	1,104	2	426	42
Switch Locomotives	0	0	17	0	7	1	0	0	17	0	7	1
Cargo Handling Equipment	4	4	147	3	519	36	4	4	147	3	519	36
Worker Vehicles	20	6	5	0	66	3	20	6	5	0	66	3
Total Operational Year 2026	406	250	41,486	275	2,377	689	387	232	8,887	242	2,304	662

Table 3.2-52: Peak Daily Operational Emissions — Alternative 3 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
			10,000									
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-57	-53	-1,573 -2,759	-808	408	-76	-76	-71	-3,872	-840	336	-104
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	No	No	No	No	No	No	No	No	No	No
NEPA Impacts												
NEPA Baseline Emissions	344	215	8,523	236	2,058	641	344	215	8,523	236	2,058	641
Project Minus NEPA Baseline	62	35	2,664 1,478	39	319	48	43	17	364	7	247	21
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	Yes	No	No	No
Year 2033												
Ships: Main Propulsion Engines	187	176	10,432 5,330	225	1,195	679	153	144	4,382	161	1,074	635
Ships: Aux Engines and Boilers	47	44	1,926	105	182	71	42	39	975	98	155	61
AMP Electricity Use	1	1	9	4	5	0	2	2	16	7	8	0
Tugboats	2	2	85	0	204	15	2	2	85	0	204	15
Trucks	194	54	957	5	208	37	194	54	957	5	208	37
Line Haul Locomotives	53	49	2,836	7	1,756	104	53	49	2,836	7	1,756	104
Switch Locomotives	1	1	38	0	15	2	1	1	38	0	15	2
Cargo Handling Equipment	6	5	161	4	670	45	6	5	161	4	670	45
Worker Vehicles	23	7	4	0	62	3	23	7	4	0	62	3
Total Operational Year 2033	514	339	16,448 11,346	350	4,298	957	475	302	9,455	282	4,153	903
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	51	36	3,689 -1,413	-733	2,330	191	12	-1	-3,303	-800	2,184	138
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes No	No	Yes	Yes	No	No	No	No	Yes	Yes

Table 3.2-52: Peak Daily Operational Emissions — Alternative 3 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
NEPA Impacts												
NEPA Baseline Emissions	405	270	7,729	279	3,437	852	405	270	7,729	279	3,437	852
Project Minus NEPA Baseline	109	68	8,719 3,617	71	861	105	70	32	1,726	3	716	52
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	Yes	Yes	No	Yes	Yes	No	No	Yes	No	Yes	No
Year 2038												
Ships: Main Propulsion Engines	187	176	40,432 3,038	225	1,195	679	153	144	2,539	161	1,074	635
Ships: Aux Engines and Boilers	47	44	1,926	105	182	71	42	39	648	98	155	61
AMP Electricity Use	1	1	9	4	5	0	2	2	16	7	8	0
Tugboats	2	2	77	0	176	13	2	2	77	0	176	13
Trucks	194	54	862	5	201	35	194	54	862	5	201	35
Line Haul Locomotives	33	30	2,045	7	1,756	76	33	30	2,045	7	1,756	76
Switch Locomotives	0	0	20	0	15	1	0	0	20	0	15	1
Cargo Handling Equipment	6	5	155	4	670	44	6	5	155	4	670	44
Worker Vehicles	23	7	4	0	54	2	23	7	4	0	54	2
Total Operational Year 2038	493	319	15,530 8,136	350	4,256	923	454	283	6,367	282	4,110	869
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	30	16	2,772 -4,622	-733	2,287	158	-9	-20	-6,392	-800	2,142	104
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes No	No	Yes	Yes	No	No	No	No	Yes	Yes
NEPA Impacts												
NEPA Baseline Emissions	390	257	4,524	279	3,397	827	390	257	4,524	279	3,397	827
Project Minus NEPA Baseline	103	62	11,006 3,612	71	859	96	64	26	1,843	3	713	42
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	Yes	Yes	No	Yes	Yes	No	No	Yes	No	Yes	No

Notes:

Emissions assume the simultaneous occurrence of peak daily equipment activity levels. Such levels would rarely occur during day-to-day terminal operations.

Table 3.2-52: Peak Daily Operational Emissions — Alternative 3 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC

Truck, train, ship, and worker commute emissions include transport within the South Coast Air Basin.

AMP electricity use reflects indirect emissions from regional power generation.

Emissions might not precisely add due to rounding.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

1

1 **Section 3.2.4.5, Page 3.2-144**

2 Revise CEQA Impact Determination first paragraph, as follows:

3 Table 3.2-52 shows that peak daily operational emissions would exceed the SCAQMD
4 daily emission thresholds and would be significant under CEQA for ~~NO_x~~, CO₇, and VOC
5 in 2033 and 2038.

6 **Section 3.2.4.5, Page 3.2-144**

7 Revise Residual Impacts first paragraph, as follows:

8 Table 3.2-52 shows that emissions from operation of Alternative 3 would be
9 reduced with mitigation. ~~Emissions of NO_x in 2033 and 2038 would be reduced~~
10 ~~to levels that are less than significant under CEQA.~~ However, emissions of CO
11 and VOC in 2033 and 2038 would remain significant and unavoidable under
12 CEQA.

13 **Section 3.2.4.5, Pages 3.2-184 to 3.2-187, Table 3.2-69**

14 Revise Table 3.2-69, as follows:

Table 3.2-69: Peak Daily Operational Emissions — Alternative 4 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
Year 2019												
Ships: Main Propulsion Engines	122	115	6,865	141	802	462	107	100	5,819	113	748	442
Ships: Aux Engines and Boilers	38	36	1,518	91	138	55	31	29	1,167	80	107	43
AMP Electricity Use	1	1	9	4	4	0	2	2	15	6	8	0
Tugboats	2	2	63	0	134	10	2	2	63	0	134	10
Trucks	155	50	2,515	5	222	69	155	50	2,515	5	222	69
Line Haul Locomotives	23	21	948	1	245	38	23	21	948	1	245	38
Switch Locomotives	0	0	15	0	5	1	0	0	15	0	5	1
Cargo Handling Equipment	3	3	277	2	373	31	3	3	277	2	373	31
Worker Vehicles	16	5	8	0	85	3	16	5	8	0	85	3
Total Operational Year 2019	360	232	12,218	244	2,008	668	339	212	10,827	207	1,926	636
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-103	-71	-541	-839	40	-98	-125	-91	-1,931	-875	-43	-129
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	No	No	No	No	No	No	No	No	No	No
NEPA Impacts												
NEPA Baseline Emissions	367	234	11,841	244	2,006	687	367	234	11,841	244	2,006	687
Project Minus NEPA Baseline	-7	-2	377	0	2	-19	-28	-22	-1,013	-36	-80	-50
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	No	No	No	No
Year 2026												
Ships: Main Propulsion Engines	131	123	7,382 6,192	152	857	492	116	109	5,476	124	803	472
Ships: Aux Engines and Boilers	37	35	1,465	94	134	53	38	36	1,315	96	135	54
AMP Electricity Use	3	3	29	12	15	1	3	3	30	13	15	1
Tugboats	2	1	60	0	143	10	2	1	60	0	143	10
Trucks	171	48	1,100	5	176	37	171	48	1,100	5	176	37
Line Haul Locomotives	21	20	988	1	381	38	21	20	988	1	381	38

Table 3.2-69: Peak Daily Operational Emissions — Alternative 4 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
Switch Locomotives	0	0	16	0	6	1	0	0	16	0	6	1
Cargo Handling Equipment	4	4	147	3	521	34	4	4	147	3	521	34
Worker Vehicles	19	5	5	0	63	2	19	5	5	0	63	2
Total Operational Year 2026	388	241	11,193 10,003	268	2,297	669	374	227	9,137	243	2,244	650
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-75	-62	-1,565 -2,755	-814	329	-97	-90	-76	-3,621	-840	275	-116
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	No	No	No	No	No	No	No	No	No	No
NEPA Impacts												
NEPA Baseline Emissions	344	215	8,523	236	2,058	641	344	215	8,523	236	2,058	641
Project Minus NEPA Baseline	44	26	2,671 1,481	32	239	28	30	12	615	7	186	9
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	Yes	No	No	No
Year 2033												
Ships: Main Propulsion Engines	137	129	7,467 3,842	158	903	520	104	98	3,117	96	784	477
Ships: Aux Engines and Boilers	62	59	2,485	146	233	92	56	52	1,128	137	200	80
AMP Electricity Use	1	1	8	3	4	0	2	2	16	7	8	0
Tugboats	2	2	64	0	153	11	2	2	64	0	153	11
Trucks	179	50	877	5	190	34	179	50	877	5	190	34
Line Haul Locomotives	47	44	2,551	6	1,580	94	47	44	2,551	6	1,580	94
Switch Locomotives	0	0	35	0	14	2	0	0	35	0	14	2
Cargo Handling Equipment	6	5	160	4	672	43	6	5	160	4	672	43
Worker Vehicles	22	6	4	0	59	3	22	6	4	0	59	3
Total Operational Year 2033	457	296	13,651 10,026	323	3,810	800	418	259	7,951	255	3,662	745
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765

Table 3.2-69: Peak Daily Operational Emissions — Alternative 4 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
Project Minus CEQA Baseline	-7	-7	893 <u>-2,732</u>	-760	1,841	34	-46	-44	-4,808	-828	1,693	-21
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes <u>No</u>	No	Yes	No	No	No	No	No	Yes	No
NEPA Impacts												
NEPA Baseline Emissions	405	270	7,729	279	3,437	852	405	270	7,729	279	3,437	852
Project Minus NEPA Baseline	52	25	5,922 <u>2,297</u>	44	373	-52	13	-12	222	-24	225	-107
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	Yes	No	No	No
Year 2038												
Ships: Main Propulsion Engines	137	129	7,467 <u>2,406</u>	158	903	520	104	98	1,920	96	784	477
Ships: Aux Engines and Boilers	62	59	2,485	146	233	92	56	52	803	137	200	80
AMP Electricity Use	1	1	8	3	4	0	1.543	1.543	15.6	6.6	7.7	0.4
Tugboats	1	1	58	0	132	10	1.38	1.23	57.94	0.26	132.11	9.59
Trucks	179	50	790	5	184	32	179	50	790	5	184	32
Line Haul Locomotives	30	27	1,839	6	1,580	69	30	27	1,839	6	1,580	69
Switch Locomotives	0	0	18	0	14	1	0	0	18	0	14	1
Cargo Handling Equipment	6	5	155	4	672	43	6	5	155	4	672	43
Worker Vehicles	22	6	3	0	52	2	22	6	3	0	52	2
Total Operational Year 2038	438	279	12,823 <u>7,762</u>	323	3,775	769	399	241	5,603	255	3,627	714
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-25	-24	65 <u>-4,996</u>	-760	1,807	4	-65	-62	-7,156	-828	1,658	-51
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes <u>No</u>	No	Yes	No	No	No	No	No	Yes	No
NEPA Impacts												

Table 3.2-69: Peak Daily Operational Emissions — Alternative 4 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
NEPA Baseline Emissions	390	257	4,524	279	3,397	827	390	257	4,524	279	3,397	827
Project Minus NEPA Baseline	48	22	8,299 3,238	44	378	-58	9	-15	1,078	-24	230	-113
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	Yes	No	No	No

Notes:

Emissions assume the simultaneous occurrence of peak daily equipment activity levels. Such levels would rarely occur during day-to-day terminal operations.

Truck, train, ship, and worker commute emissions include transport within the South Coast Air Basin.

AMP electricity use reflects indirect emissions from regional power generation.

NEPA baseline emissions reflect the NEPA baseline operational, presented in Table 3.2-5.

Emissions might not precisely add due to rounding.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Section 3.2.4.5, Page 3.2-188

Revise CEQA Impact Determination first paragraph, as follows:

Table 3.2-63 shows that peak daily operational emissions would exceed the SCAQMD daily emission thresholds and would be significant for ~~NO_x and~~ CO in 2033 and 2038 under CEQA.

Section 3.2.4.5, Page 3.2-188

Revise Residual Impacts paragraph, as follows:

Table 3.2-69 shows that emissions from operation of Alternative 4 would be reduced with mitigation. ~~Emissions of NO_x in 2033 and 2038 would be reduced to levels that are less than significant under CEQA.~~ However, emissions of CO in 2033 and 2038 would remain significant and unavoidable under CEQA.

Section 3.2.4.5, Pages 3.2-225 to 3.2-227, Table 3.2-86

Revise Table 3.2-86, as follows:

Table 3.2-86: Peak Daily Operational Emissions — Alternative 5 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
Year 2019												
Ships: Main Propulsion Engines	127	119	7,113	146	834	480	111	105	6,068	118	779	460
Ships: Aux Engines and Boilers	42	40	1,695	101	154	61	35	33	1,345	90	123	49
AMP Electricity Use	1	1	10	4	5	0	2	2	17	7	8	0
Tugboats	2	2	63	0	134	10	2	2	63	0	134	10
Trucks	164	53	2,664	5	235	73	164	53	2,664	5	235	73
Line Haul Locomotives	27	25	1,099	1	284	44	27	25	1,099	1	284	44
Switch Locomotives	0	0	16	0	5	1	0	0	16	0	5	1
Cargo Handling Equipment	4	3	306	2	393	34	4	3	306	2	393	34
Worker Vehicles	17	5	8	0	88	3	17	5	8	0	88	3
Total Operational Year 2019	383	247	12,976	260	2,131	706	361	227	11,586	224	2,049	675
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-81	-56	217	-822	163	-59	-102	-76	-1,172	-859	80	-91
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	No	No	No	No
NEPA Impacts												
NEPA Baseline Emissions	367	234	11,841	244	2,006	687	367	234	11,841	244	2,006	687
Project Minus NEPA Baseline	16	13	1,135	17	126	19	-6	-7	-254	-20	43	-12
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	No	No	No	No	No	No	No
Year 2026												
Ships: Main Propulsion Engines	132	124	7,148 6,293	150	876	506	117	110	5,576	122	822	487
Ships: Aux Engines and Boilers	50	47	1,942	117	185	73	43	41	1,487	107	154	61
AMP Electricity Use	2	2	23	10	11	1	3	3	29	12	14	1
Tugboats	2	1	60	0	143	10	2	1	60	0	143	10
Trucks	191	54	1,231	6	198	42	191	54	1,231	6	198	42
Line Haul Locomotives	26	24	1,191	2	459	45	26	24	1,191	2	459	45
Switch Locomotives	0	0	18	0	7	1	0	0	18	0	7	1
Cargo Handling Equipment	5	4	158	3	552	38	5	4	158	3	552	38
Worker Vehicles	20	6	5	0	68	3	20	6	5	0	68	3
Total Operational Year 2026	427	263	11,777	288	2,500	719	406	243	9,756	252	2,418	688

Table 3.2-86: Peak Daily Operational Emissions — Alternative 5 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
			<u>10,922</u>									
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-36	-40	982 <u>-1,837</u>	-794	531	-46	-58	-60	-3,002	-831	449	-77
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	No	No	No	No	No	No	No	No	No	No
NEPA Impacts												
NEPA Baseline Emissions	344	215	8,523	236	2,058	641	344	215	8,523	236	2,058	641
Project Minus NEPA Baseline	83	48	3,255 <u>2,400</u>	53	442	79	62	28	1,234	16	360	48
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes	No	No	Yes	No	No	Yes	No	No	No
Year 2033												
Ships: Main Propulsion Engines	190	178	10,544 <u>5,862</u>	226	1,216	692	156	146	4,915	162	1,095	649
Ships: Aux Engines and Boilers	46	43	1,854	102	176	69	43	41	1,093	100	162	64
AMP Electricity Use	1	1	12	5	6	0	2	2	17	7	8	0
Tugboats	2	2	85	0	204	15	2	2	85	0	204	15
Trucks	203	57	1,007	6	219	39	203	57	1,007	6	219	39
Line Haul Locomotives	59	54	3,150	8	1,950	116	59	54	3,150	8	1,950	116
Switch Locomotives	1	1	39	0	16	2	1	1	39	0	16	2
Cargo Handling Equipment	6	5	170	4	707	48	6	5	170	4	707	48
Worker Vehicles	24	7	4	0	64	3	24	7	4	0	64	3
Total Operational Year 2033	531	348	16,867 <u>12,185</u>	351	4,559	985	495	314	10,481	288	4,425	936
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	68	45	4,109 <u>-573</u>	-732	2,590	219	32	11	-2,277	-795	2,457	171
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes <u>No</u>	No	Yes	Yes	No	No	No	No	Yes	Yes

Table 3.2-86: Peak Daily Operational Emissions — Alternative 5 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC
NEPA Impacts												
NEPA Baseline Emissions	405	270	7,729	279	3,437	852	405	270	7,729	279	3,437	852
Project Minus NEPA Baseline	127	78	9,138 4,456	72	1,122	133	91	44	2,752	9	988	84
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	Yes	Yes	No	Yes	Yes	No	No	Yes	No	Yes	Yes
Year 2038												
Ships: Main Propulsion Engines	190	178	40,544 3,541	226	1,216	692	156	146	3,042	162	1,095	649
Ships: Aux Engines and Boilers	46	43	1,854	102	176	69	43	41	745	100	162	64
AMP Electricity Use	1	1	12	5	6	0	2	2	17	7	8	0
Tugboats	2	2	77	0	176	13	2	2	77	0	176	13
Trucks	203	56	907	6	212	37	203	56	907	6	212	37
Line Haul Locomotives	37	34	2,271	8	1,950	85	37	34	2,271	8	1,950	85
Switch Locomotives	0	0	21	0	16	1	0	0	21	0	16	1
Cargo Handling Equipment	6	5	164	4	707	48	6	5	164	4	707	48
Worker Vehicles	24	7	4	0	56	3	24	7	4	0	56	3
Total Operational Year 2038	508	327	45,856 8,853	351	4,516	947	472	293	7,249	288	4,382	899
CEQA Impacts												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	45	24	3,097 -3,906	-732	2,547	182	8	-10	-5,510	-795	2,414	133
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	No	Yes No	No	Yes	Yes	No	No	No	No	Yes	Yes
NEPA Impacts												
NEPA Baseline Emissions	390	257	4,524	279	3,397	827	390	257	4,524	279	3,397	827
Project Minus NEPA Baseline	118	70	41,332 4,329	72	1,119	120	82	36	2,724	9	985	72
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
Significant?	No	Yes	Yes	No	Yes	Yes	No	No	Yes	No	Yes	Yes

Notes:

Table 3.2-86: Peak Daily Operational Emissions — Alternative 5 (lbs/day)

Source Category	Without Mitigation						With Mitigation					
	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC	PM ₁₀	PM _{2.5}	NO _x	SO _x	CO	VOC

Emissions assume the simultaneous occurrence of peak daily equipment activity levels. Such levels would rarely occur during day-to-day terminal operations.

Truck, train, ship, and worker commute emissions include transport within the South Coast Air Basin.

AMP electricity use reflects indirect emissions from regional power generation.

Emissions might not precisely add due to rounding.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

1

1 **Section 3.2.4.5, Page 3.2-228**

2 Revise CEQA Impact Determination first paragraph, as follows:

3 Table 3.2-86 shows that unmitigated peak daily operational emissions would exceed the
4 SCAQMD daily emission thresholds and would be significant for NO_x under CEQA in
5 years 2019, ~~2033, and 2038~~. Emissions of CO and VOC would ~~also~~ exceed the
6 SCAQMD daily emission thresholds in 2033 and 2038.

7 **Section 3.2.4.6, Pages 3.2-247 to 3.2-259, Table 3.2-93**

8 Revise Table 3.2-93, as follows:

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Proposed Project	<p>AQ-1: The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-6.</p>	<p>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.</p>	<p>CEQA: 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 Construction Mitigation Measure.</p>	<p>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.</p>
		<p>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.</p>	<p>NEPA: MM AQ-1 through MM AQ-5</p>	<p>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.</p>
	<p>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.</p>	<p>CEQA: Maximum off-site ambient air pollutant concentrations would be significant for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant for NO₂ (federal 1-hour average) and PM₁₀ (24-hour and annual average).</p>	<p>CEQA: MM AQ-1 through MM AQ-5</p>	<p>CEQA: Maximum off-site ambient air pollutant concentrations would be significant and unavoidable for NO₂ (federal 1-hour average). Overlapping construction and operations would be significant and unavoidable for NO₂ (federal 1-hour average) and PM₁₀ (24-hour and annual average).</p>
		<p>NEPA: Maximum off-site ambient air pollutant concentrations would be significant for NO₂ (federal 1-</p>	<p>NEPA: MM AQ-1 through MM AQ-5</p>	<p>NEPA: Maximum off-site ambient air pollutant concentrations would be</p>

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
		hour average). Overlapping construction and operations would be significant for NO ₂ (federal 1-hour average).		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.	CEQA: 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. 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: MM AQ-6, MM AQ-7, LM AQ-1, and LM AQ-2	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).	CEQA: 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: MM AQ-6 and MM AQ-7	NEPA: Operations would be significant and unavoidable for PM ₁₀ (24-hour and annual averages).

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation	
	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	CEQA: No mitigation is required	CEQA: Less than significant	
		NEPA: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant	
	AQ-6: The proposed Project 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: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant	
	AQ-7: The proposed Project would expose receptors to significant levels of TACs.	CEQA: Less than significant	CEQA: No mitigation is required	CEQA: Less than significant	
		NEPA: Construction and operation would be significant for individual cancer risk and population cancer burden.	NEPA: 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	CEQA: No mitigation is required	CEQA: Less than significant.	
		NEPA: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant	
	Alternative 1 – No Federal Action	AQ-1: Alternative 1 would not 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.	CEQA: MM AQ-1 through MM AQ-5	CEQA: Less than significant.
			NEPA: No impact	NEPA: Mitigation is not applicable	NEPA: No impact
		AQ-2: Alternative 1	CEQA: Construction would be	CEQA: MM AQ-1 through	CEQA: Construction would be

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	construction would result in off-site ambient air pollutant concentrations that exceed a SCAQMD threshold of significance in Table 3.2-7.	significant for construction NO ₂ (federal 1-hour average). Overlapping construction and operations would be significant for PM ₁₀ (annual average).	MM AQ-5	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.	NEPA: 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.	CEQA: 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	NEPA: Mitigation is not applicable	NEPA: No impact.
	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).	CEQA: 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	NEPA: 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	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: No impact	NEPA: 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	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: No impact	NEPA: Mitigation is not applicable	NEPA: No impact

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AQ-7: Alternative 1 would not expose receptors to significant levels of TACs.	CEQA: Less than significant	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: No impact	NEPA: 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	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant	NEPA: 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.
		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	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).

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	that exceed a SCAQMD threshold of significance in Table 3.2-9.	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.	CEQA: 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.
		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	NEPA: MM AQ-1 through MM AQ-5	NEPA: Construction would be significant and unavoidable for NO _x in 2018 and 2019 and VOC in 2019. Overlapping construction and operations

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
		NO _x and VOC in 2019.		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).	CEQA: 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: MM AQ-1 through MM AQ-5	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.	CEQA: 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: MM AQ-6, MM AQ-7, LM AQ-1, and LM AQ-2	NEPA: Operations would be significant and unavoidable for NO _x in 2026, 2033, and 2038 and CO in 2033 and 2038.
	AQ-4: Alternative 3 operations would result in off-site ambient air pollutant concentrations	CEQA: Operations would be significant for NO ₂ (federal 1-hour average), PM ₁₀ (24-hour and annual averages), and PM _{2.5} (24-	CEQA: 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

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	that exceed a SCAQMD threshold of significance in Table 3.2-9.	hour average).		averages), and PM _{2.5} (24-hour average).
		NEPA: Operations would be significant for PM ₁₀ (24-hour and annual averages).	NEPA: MM AQ-6 and MM AQ-7	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	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant	CEQA: No mitigation is required	NEPA: Less than significant
	AQ-6: Alternative 3 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: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant
	AQ-7: Alternative 3 would expose receptors to significant levels of TACs.	CEQA: Less than significant	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Construction and operation would be significant for individual cancer risk.	NEPA: MM AQ-1 through MM AQ-7, 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	CEQA: No mitigation is required	CEQA: Less than significant.
		NEPA: Less than significant	NEPA: No mitigation is required	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	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	CEQA: 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

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	Table 3.2-6.	NO _x in 2019.		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 NO _x and VOC in 2019.	NEPA: MM AQ-1 through MM AQ-5	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).	CEQA: 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: MM AQ-1 through MM AQ-5	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.	CEQA: 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: MM AQ-6, MM AQ-7, LM AQ-1, and LM AQ-2	NEPA: Operations would be significant and unavoidable for NO _x in 2026, 2033, and 2038.

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with 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).	CEQA: 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: MM AQ-6 and MM AQ-7	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	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant
	AQ-6: Alternative 4 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: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant
	AQ-7: Alternative 4 would not expose receptors to significant levels of TACs.	CEQA: Less than significant	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant
	AQ-8: Alternative 4 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: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
Alternative 5 – Expanded On-Dock Railyard: 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.	CEQA: 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.
		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: MM AQ-1 through MM AQ-5	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).	CEQA: 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: MM AQ-1 through MM AQ-5	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).

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	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.	CEQA: 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: MM AQ-6, MM AQ-7, LM AQ-1, and LM AQ-2	NEPA: Operations would be significant and unavoidable for NO _x in 2026, 2033, 2038 and CO and VOC in 2033 and 2038.
	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).	CEQA: 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: MM AQ-6 and MM AQ-7	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	CEQA: No mitigation is required	CEQA: Less than significant
		NEPA: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant
	AQ-6: Alternative 5 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: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant
	AQ-7: Alternative 5 would	CEQA: Less than significant	CEQA: No mitigation is	CEQA: Less than significant

Table 3.2-93: Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	expose receptors to significant levels of TACs.		required	
		NEPA: Construction and operation would be significant for individual cancer risk and population cancer burden.	NEPA: 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	CEQA: No mitigation is required	CEQA: Less than significant.
		NEPA: Less than significant	NEPA: No mitigation is required	NEPA: Less than significant

1

1
2
3**Section 3.2.4.7, Pages 3.2-360 to 3.2-362**

Under Impacts AQ-1, AQ-2 and AQ-7 revise mitigation measures MM AQ-2, MM AQ-3, MM AQ-5, and MM AQ-7, as follows:

Mitigation Measure	MM AQ-2. On-Road Trucks Used during Construction. On-road trucks shall comply with EPA 2010 on-road emission standards or better, unless the contractor can reasonably demonstrate provides a written finding consistent with project contract or lease management requirements and obtains written approval from the Lead Agency that such equipment is unavailable to the satisfaction of LAHD.
Timing	During specified construction phases.
Methodology	LAHD will include MM AQ-2 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.
Responsible Parties	LAHD.
Residual Impacts	Significant and unavoidable
Mitigation Measure	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 the contractor can reasonably demonstrate provides a written finding consistent with project contract or lease management requirements and obtains written approval from the Lead Agency that such equipment is unavailable to the satisfaction of LAHD.
Timing	During specified construction phases.
Methodology	LAHD will include MM AQ-3 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.
Responsible Parties	LAHD.
Mitigation Measure	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.
Timing	During specified construction phases or crane deliveries.
Methodology	LAHD will include MM AQ-4 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction. For crane deliveries, LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Everport, LAHD.
Residual Impacts	Significant and unavoidable
Mitigation Measure	MM AQ-5. General Construction Mitigation Measure. All dredging equipment <u>must be electric; however, this is subject to availability of the equipment.</u> 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.
Timing	During specified construction phases.
Methodology	LAHD will include MM AQ-5 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.

Responsible Parties	LAHD
Residual Impacts	Significant and unavoidable
<p>Impact AQ-3: The proposed Project would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.2-8. <i>(Also applies to Impact AQ-3 for Alternatives 1 and 3 through 5)</i></p> <p>Impact AQ-7: The proposed Project would expose receptors to significant levels of TACs. <i>(Also applies to Impact AQ-7 for Alternatives 3 and 5)</i></p>	
Mitigation Measure	<p>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.</p> <p>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.</p>
Timing	During operation.
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Everport, LAHD.
Residual Impacts	Significant and unavoidable.
Mitigation Measure	<p>MM AQ-7. Alternative Maritime Power (AMP). By 2020 or upon substantial completion of construction, 8590 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.</p>
Timing	During operation.
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Everport, LAHD.
Residual Impacts	Significant and unavoidable.

Section 3.2.5.2, Page 3.2-264

Revise the first four paragraphs as follows:

Emissions from proposed project operation would exceed significance thresholds for NO_x in 2019, 2033, and 2038 and CO and VOC in 2033 and 2038 under CEQA; after mitigation, emissions would remain significant and unavoidable for CO and VOC in 2033 and 2038. Emissions from proposed project operation would exceed significance thresholds for NO_x in 2019, 2026, 2033, and 2038, for VOC in 2026, 2033, and 2038, and for CO and PM_{2.5} in 2033 and 2038 under NEPA; after mitigation, emissions would

1
2
3
4
5
6
7
8

1 remain significant and unavoidable for NO_x in 2026, 2033, and 2038 and for CO and
 2 VOC in 2033 and 2038. Impact determinations would be the same for Alternative 5 as for
 3 the proposed Project. Impact determinations under CEQA would be the same for
 4 Alternative 1 as for the proposed Project. Alternative 1 would have the same conditions
 5 as the NEPA baseline; therefore, there would be no impacts under NEPA.

6 Emissions from Alternative 2 operation would exceed significance thresholds for NO_x in
 7 2019, ~~2033, and 2038~~ and for CO and VOC in 2033 and 2038 under CEQA. Mitigation
 8 is not required because there would be no discretionary action under CEQA for
 9 Alternative 2. Emissions would remain significant and unavoidable for NO_x in 2019;
 10 ~~2033, and 2038~~ and for CO and VOC in 2033 and 2038 under CEQA. Alternative 2 is
 11 not analyzed under NEPA.

12 Emissions from Alternative 3 operation would exceed significance thresholds for NO_x,
 13 CO, and VOC in 2033 and 2038 under CEQA; after mitigation, emissions would remain
 14 significant and unavoidable for CO and VOC in 2033 and 2038. Emissions from
 15 Alternative 3 operation would exceed significance thresholds for NO_x in 2019, 2026,
 16 2033, and 2038 and for PM_{2.5}, CO, and VOC in 2033, and 2038 under NEPA; after
 17 mitigation, emissions would remain significant and unavoidable for NO_x in 2026, 2033,
 18 and 2038 and for CO in 2033 and 2038.

19 Emissions from Alternative 4 operation would exceed significance thresholds for NO_x
 20 ~~and~~ CO in 2033 and 2038 under CEQA; after mitigation, emissions would remain
 21 significant and unavoidable for CO in 2033 and 2038. Emissions from Alternative 4
 22 operation would exceed significance thresholds for NO_x in 2019, 2026, 2033, and 2038
 23 under NEPA; after mitigation, emissions would remain significant and unavoidable for
 24 NO_x in 2026, 2033, and 2038.

25 3.2.3 Changes Made to Section 3.3, Biological Resources

26 Section 3.3.4.3, Page 3.3-36

27 Revise the footnote to mitigation measure MM BIO-1, as follows:

28 **MM BIO-1 Protect Marine Mammals.** Although it is expected that marine
 29 mammals will voluntarily move away from the area at the
 30 commencement of the vibratory or “soft start” of pile driving
 31 activities, as a precautionary measure, pile driving activities
 32 occurring as part of the sheet pile and king pile installation will
 33 include establishment of a safety zone, by a qualified marine
 34 mammal professional, and the area surrounding the operations
 35 (including the safety zones) will be monitored for marine
 36 mammals by a qualified marine mammal observer.¹

37
 38 The pile driving site will move with each new pile; therefore, the
 39 safety zones will move accordingly.

40 ¹ Marine mammal professional qualifications shall be identified based on
 41 criteria established by LAHD during the construction bid specification process.
 42 Upon selection as part of the construction award winning team, the qualified
 43 marine mammal professional shall develop site specific pile driving safety zone
 44 requirements, which shall follow NOAA Fisheries Technical Guidance
 45 Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing
 46 (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.~~

Section 3.3.4.5, Page 3.3-90

Under Impact BIO-1 revise the footnote to mitigation measure MM BIO-1, as follows:

Mitigation Measure	<p>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.¹</p> <p>The pile-driving site will move with each new pile; therefore, the safety zones will move accordingly.</p> <p>¹ 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.</p>
--------------------	---

3.2.4 Changes Made to Section 3.5, Greenhouse Gas Emissions

Section 3.5.5.2, Page 3.5-17, Table 3.5-1

Revise Table 3.5-1, as follows:

Table 3.5-1: Annual Operational GHG Emissions—CEQA Baseline 2013 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e ¹
Ships—transit and anchoring	49,200	1	3	49,906
Ships—hoteling	7,488	1	22	13,443
AMP electricity use	2,436	<1	<1	2,441
Tugboats	617	<1	<1	625
Trucks	55,872	<1	2	56,418
	27,731			27,987
Line haul locomotives	<u>19,200</u>	2	1	<u>19,378</u>
Switch locomotives	267	<1	<1	269
Cargo handling equipment	18,398	1	<1	18,523
On-terminal electricity use	4,469	<1	<1	4,479

Table 3.5-1: Annual Operational GHG Emissions—CEQA Baseline 2013 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e ¹
Worker vehicles	1,902	<1	<1	1,986
2013 Baseline Total	168,382 <u>159,849</u>	5	28	176,076 <u>167,468</u>

Notes:

Emissions might not add precisely due to rounding. For more explanation, refer to the discussion in Section 3.2.4.1 in Section 3.2, Air Quality and Meteorology. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

On-terminal electricity use includes crane operation and high mast poles.

1

Section 3.5.5.2, Pages 3.5-20 to 3.5-21, Table 3.5-3

2

Revise Table 3.5-3, as follows:

Table 3.5-3: Annual Operational GHG Emissions – NEPA Baseline (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				47
Year 2018				
Ships - Transit and Anchoring	53,821	1	3	54,591
Ships – Hoteling	8,780	<1	1	8,921
AMP Electricity Use	2,436	<1	<1	2,441
Tugboats	784	<1	<1	793
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	30,064 <u>20,123</u>	2	1	30,342 <u>20,309</u>
Switch Locomotives	272	<1	<1	274
Cargo Handling Equipment	15,262	<1	<1	15,361
On-terminal Electricity Use	4,509	<1	<1	4,519
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	170,996 <u>161,055</u>	5	7	172,942 <u>162,909</u>
Total Construction and Operations Year 2018				172,989 <u>162,956</u>
Year 2019				
Ships - Transit and Anchoring	53,906	1	3	54,679
Ships – Hoteling	8,707	<1	1	8,848
AMP Electricity Use	2,639	<1	<1	2,645
Tugboats	793	<1	<1	802

Table 3.5-3: Annual Operational GHG Emissions – NEPA Baseline (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Trucks	56,315	<1	2	56,836
Line Haul Locomotives	30,693 <u>20,181</u>	2	1	30,977 <u>20,367</u>
Switch Locomotives	275	<1	<1	277
Cargo Handling Equipment	15,611	1	<1	15,712
On-terminal Electricity Use	3,276	<1	<1	3,283
Worker Vehicles	3,176	<1	1	3,329
Total Operational Year 2019	175,392 <u>164,879</u>	5	7	177,388 <u>166,778</u>
Total Construction and Operations Year 2019				177,435 <u>166,825</u>
Year 2026				
Ships - Transit and Anchoring	54,909	1	3	55,697
Ships – Hoteling	8,460	<1	1	8,599
AMP Electricity Use	3,046	<1	<1	3,052
Tugboats	793	<1	<1	802
Trucks	50,297	<1	2	50,753
Line Haul Locomotives	32,958 <u>21,533</u>	3 <u>2</u>	1	33,263 <u>21,732</u>
Switch Locomotives	318	<1	<1	321
Cargo Handling Equipment	17,464	1	<1	17,577
On-terminal Electricity Use	3,536	<1	<1	3,544
Worker Vehicles	2,703	<1	1	2,865
Total Operational Year 2026	174,484 <u>163,059</u>	5 <u>6</u>	7	176,472 <u>164,942</u>
Total Construction and Operations Year 2026				176,519 <u>164,989</u>
Year 2033				
Ships - Transit and Anchoring	72,858	2	4	73,903
Ships – Hoteling	11,667	<1	1	11,858
AMP Electricity Use	4,402	<1	<1	4,412
Tugboats	1,057	<1	<1	1,070
Trucks	48,181	<1	2	48,617
Line Haul Locomotives	148,712 <u>47,878</u>	12 <u>4</u>	4 <u>1</u>	150,087 <u>48,320</u>
Switch Locomotives	706	<1	<1	712

Table 3.5-3: Annual Operational GHG Emissions – NEPA Baseline (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Cargo Handling Equipment	22,206	1	<1	22,349
On-terminal Electricity Use	4,203	<1	<1	4,212
Worker Vehicles	2,790	<1	1	2,979
Total Operational Year 2033	316,783 <u>215,948</u>	15 <u>7</u>	11 <u>9</u>	320,199 <u>218,432</u>
Total Construction and Operations Year 2033				320,246 <u>218,479</u>
Year 2038				
Ships - Transit and Anchoring	72,858	2	4	73,903
Ships – Hoteling	11,667	<1	1	11,858
AMP Electricity Use	4,402	<1	<1	4,412
Tugboats	1,057	<1	<1	1,070
Trucks	47,477	<1	2	47,907
Line Haul Locomotives	148,712 <u>47,878</u>	12 <u>4</u>	4 <u>1</u>	150,087 <u>48,320</u>
Switch Locomotives	706	<1	<1	712
Cargo Handling Equipment	22,206	1	<1	22,349
On-terminal Electricity Use	4,203	<1	<1	4,212
Worker Vehicles	2,648	<1	1	2,837
Total Operational Year 2038	315,937 <u>215,102</u>	15 <u>7</u>	11 <u>9</u>	319,345 <u>217,580</u>
Total Construction and Operations Year 2038				319,394 <u>217,627</u>

Notes: Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available. On-terminal electricity use includes crane operation and high mast poles.

1
2
3
4

Section 3.5.5.4, Pages 3.5-27 to 3.5-32, Table 3.5-5

Revise Table 3.5-5, as follows:

Table 3.5-5: Construction and Operational GHG Emissions without Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				
Ocean Disposal				158
Upland Disposal				201

Table 3.5-5: Construction and Operational GHG Emissions without Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Year 2018				
Ships - Transit and Anchoring	51,596	1	3	52,335
Ships – Hoteling	8,417	<1	1	8,552
AMP Electricity Use	2,335	<1	<1	2,340
Tugboats	751	<1	<1	761
Trucks	51,656	<1	2	52,135
	27,833			28,090
Line Haul Locomotives	<u>20,141</u>	2	1	<u>20,327</u>
Switch Locomotives	261	<1	<1	263
Cargo Handling Equipment	14,798	<1	<1	14,893
On-terminal Electricity Use	4,420	<1	<1	4,429
Worker Vehicles	3,412	<1	1	3,565
	163,140			167,362
Total Operational Year 2018	<u>157,787</u>	5	7	<u>159,600</u>
With Ocean Disposal				
				167,520
Total Construction and Operations Year 2018				<u>159,758</u>
CEQA Impacts				
				176,076
CEQA Baseline Emissions				<u>167,468</u>
				-8,556
Proposed Project Minus CEQA Baseline				<u>-7,710</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
				172,989
NEPA Baseline Emissions				<u>162,956</u>
				-5,469
Proposed Project Minus NEPA Baseline				<u>-3,198</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
				167,563
Total Construction and Operations Year 2018				<u>159,801</u>
CEQA Impacts				
				176,076
CEQA Baseline Emissions				<u>167,468</u>
				-8,513
Proposed Project Minus CEQA Baseline				<u>-8,513</u>

Table 3.5-5: Construction and Operational GHG Emissions without Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
				<u>-7,667</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Proposed Project Minus NEPA Baseline				-5,426 <u>-3,155</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2019				
Ships - Transit and Anchoring	53,919	1	3	54,690
Ships – Hoteling	9,557	<1	1	9,707
AMP Electricity Use	2,517	<1	<1	2,523
Tugboats	793	<1	<1	802
Trucks	56,690	<1	2	57,215
Line Haul Locomotives	30,846 <u>20,261</u>	3 <u>2</u>	1	31,134 <u>20,449</u>
Switch Locomotives	279	<1	<1	282
Cargo Handling Equipment	18,475	1	<1	18,601
On-terminal Electricity Use	4,568	<1	<1	4,578
Worker Vehicles	3,198	<1	1	3,351
Total Operational Year 2019	180,842 <u>170,257</u>	5 <u>4</u>	7	182,880 <u>172,198</u>
With Ocean Disposal				
Total Construction and Operations Year 2019				183,039 <u>172,356</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				6,962 <u>4,888</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Proposed Project Minus NEPA Baseline				<u>5,603</u>

Table 3.5-5: Construction and Operational GHG Emissions without Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
				<u>5,531</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2019				183,082 <u>172,399</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				7,005 <u>4,931</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Proposed Project Minus NEPA Baseline				5,646 <u>5,574</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2026				
Ships - Transit and Anchoring	56,488	1	3	57,297
Ships – Hoteling	13,532	<1	1	13,740
AMP Electricity Use	5,310	<1	<1	5,321
Tugboats	793	<1	<1	802
Trucks	64,509	<1	2	65,094
Line Haul Locomotives	52,835 <u>27,759</u>	4 <u>2</u>	1	53,324 <u>28,015</u>
Switch Locomotives	410	<1	<1	413
Cargo Handling Equipment	26,244	1	1	26,424
On-terminal Electricity Use	5,506	<1	<1	5,518
Worker Vehicles	3,176	<1	1	3,365
Total Operational Year 2026	228,802 <u>203,727</u>	7 <u>5</u>	9	231,297 <u>205,989</u>
With Ocean Disposal				
Total Construction and Operations Year 2026				231,456 <u>206,147</u>
CEQA Impacts				

Table 3.5-5: Construction and Operational GHG Emissions without Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				55,379 <u>38,679</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Proposed Project Minus NEPA Baseline				54,937 <u>41,158</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2026				231,499 <u>206,190</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				55,422 <u>38,679</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Proposed Project Minus NEPA Baseline				54,980 <u>41,989</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2033				
Ships - Transit and Anchoring	75,206	2	4	76,283
Ships – Hoteling	16,741	<1	1	17,003
AMP Electricity Use	6,201	<1	<1	6,214
Tugboats	1,057	<1	<1	1,070
Trucks	67,734	<1	2	68,345
Line Haul Locomotives	247,324 <u>62,105</u>	20 <u>5</u>	7 <u>2</u>	249,609 <u>62,679</u>

Table 3.5-5: Construction and Operational GHG Emissions without Mitigation – Proposed Project (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Switch Locomotives	924	<1	<1	932
Cargo Handling Equipment	33,878	1	1	34,111
On-terminal Electricity Use	6,426	<1	<1	6,439
Worker Vehicles	3,331	<1	1	3,555
Total Operational Year 2033	458,823 <u>273,603</u>	24 <u>9</u>	15 <u>10</u>	463,564 <u>276,631</u>
With Ocean Disposal				
Total Construction and Operations Year 2033				463,720 <u>276,789</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				287,643 <u>109,321</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Proposed Project Minus NEPA Baseline				143,474 <u>58,310</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2033				463,763 <u>276,832</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				287,686 <u>109,364</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Proposed Project Minus NEPA Baseline				143,517 <u>58,353</u>

Table 3.5-5: Construction and Operational GHG Emissions without Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2038				
Ships - Transit and Anchoring	75,206	2	4	76,283
Ships – Hoteling	16,741	<1	1	17,003
AMP Electricity Use	6,201	<1	<1	6,214
Tugboats	1,057	<1	<1	1,070
Trucks	66,747	<1	2	67,351
	247,324	20	7	249,609
Line Haul Locomotives	<u>62,105</u>	<u>5</u>	<u>2</u>	<u>62,679</u>
Switch Locomotives	924	<1	<1	932
Cargo Handling Equipment	33,878	1	1	34,111
On-terminal Electricity Use	6,426	<1	<1	6,439
Worker Vehicles	3,162	<1	1	3,386
	457,666	24	15	462,398
Total Operational Year 2038	<u>272,447</u>	<u>9</u>	<u>10</u>	<u>275,468</u>
With Ocean Disposal				
				462,556
Total Construction and Operations Year 2038				<u>275,468</u>
CEQA Impacts				
				176,076
CEQA Baseline Emissions				<u>167,468</u>
				286,480
Proposed Project Minus CEQA Baseline				<u>108,158</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
				319,394
NEPA Baseline Emissions				<u>217,627</u>
				143,164
Proposed Project Minus NEPA Baseline				<u>57,999</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
				462,599
Total Construction and Operations Year 2038				<u>275,669</u>
CEQA Impacts				
CEQA Baseline Emissions				<u>176,076</u>

Table 3.5-5: Construction and Operational GHG Emissions without Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
				<u>167,468</u>
Proposed Project Minus CEQA Baseline				286,523 <u>108,201</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Proposed Project Minus NEPA Baseline				143,204 <u>58,042</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Notes:

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

Section 3.5.5.4, Page 3.5-33

Revise lease measure LM GHG-1, as follows:

LM GHG-1: GHG Credit Fund. Proposed Project GHG emissions are ~~278,70899,812~~ metric tons of CO₂e above the CEQA Baseline in the peak year of operations in 2038. They exceed the 10,000 metric ton CO₂e significance threshold by ~~268,70899,856~~ 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 the equivalent of 1 percent of the minimum annual guarantee (MAG) at the time that project construction will commence. This amount will be approximately \$300,000\$250,000, payable upon substantial completion of Project construction. This amount is appropriate because it takes into account the tenant’s actual container throughput and assesses a fee in correlation with the facility’s GHG \$250,000 has been identified as the maximum feasible-contribution level, taking into account the cost of the

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23

1 proposed Project, including on-site GHG-reducing mitigation
 2 measures that the tenant will be required to implement (LED high
 3 mast lighting and solar panels over the employee parking lot). If
 4 LAHD is unable to establish the fund within a reasonable period
 5 of time, the Tenant shall instead purchase credits from an
 6 approved GHG offset registry in the amount of approximately
 7 \$300,000~~\$250,000~~.

8 **Section 3.5.5.4, Pages 3.5-36 to 3.5-41, Table 3.5-7**

9 Revise Table 3.5-7, as follows:

Table 3.5-7: Construction and Operational GHG Emissions with Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				
Ocean Disposal				159
Upland Disposal				203
Year 2018				
Ships - Transit and Anchoring	51,596	1	3	52,335
Ships – Hoteling	8,417	<1	1	8,552
AMP Electricity Use	2,335	<1	<1	2,340
Tugboats	751	<1	<1	761
Trucks	51,656	<1	2	52,135
	27,833			28,090
Line Haul Locomotives	<u>20,141</u>	2	1	<u>20,327</u>
Switch Locomotives	261	<1	<1	263
Cargo Handling Equipment	14,798	<1	<1	14,893
On-terminal Electricity Use	4,420	<1	<1	4,429
Worker Vehicles	3,412	<1	1	3,565
	163,140			167,362
Total Operational Year 2018	<u>157,787</u>	5	7	<u>159,600</u>
With Ocean Disposal				
				167,521
Total Construction and Operations Year 2018				<u>159,759</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				-8,556 <u>-7,709</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				

Table 3.5-7: Construction and Operational GHG Emissions with Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
NEPA Baseline Emissions				172,989 <u>162,956</u>
Proposed Project Minus NEPA Baseline				-5,469 <u>-3,197</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2018				167,564 <u>159,803</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				-8,512 <u>-7,665</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Proposed Project Minus NEPA Baseline				-5,425 <u>-3,153</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2019				
Ships - Transit and Anchoring	53,398	1	3	54,163
Ships – Hoteling	9,408	<1	1	9,556
AMP Electricity Use	2,682	<1	<1	2,687
Tugboats	793	<1	<1	802
Trucks	56,690	<1	2	57,215
Line Haul Locomotives	30,846 <u>20,261</u>	3 <u>2</u>	1	31,134 <u>20,449</u>
Switch Locomotives	279	<1	<1	282
Cargo Handling Equipment	18,475	1	<1	18,601
On-terminal Electricity Use	3,311	<1	<1	3,318
Worker Vehicles	3,198	<1	1	3,351
Total Operational Year 2019	179,079 <u>168,495</u>	5 <u>4</u>	7	181,107 170,424

Table 3.5-7: Construction and Operational GHG Emissions with Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO _{2e}
With Ocean Disposal				
Total Construction and Operations Year 2019				181,266 <u>170,583</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				5,190 <u>3,115</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Proposed Project Minus NEPA Baseline				3,831 <u>3,758</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2019				181,310 <u>170,627</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				5,233 <u>3,159</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Proposed Project Minus NEPA Baseline				3,874 <u>3,802</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2026				
Ships - Transit and Anchoring	55,974	1	3	56,777
Ships – Hoteling	12,292	<1	1	12,487
AMP Electricity Use	6,291	<1	<1	6,304

Table 3.5-7: Construction and Operational GHG Emissions with Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Tugboats	793	<1	<1	802
Trucks	64,509	<1	2	65,094
Line Haul Locomotives	52,835 <u>27,759</u>	4 <u>2</u>	1	53,324 <u>28,015</u>
Switch Locomotives	410	<1	<1	413
Cargo Handling Equipment	26,244	1	1	26,424
On-terminal Electricity Use	4,248	<1	<1	4,257
Worker Vehicles	3,176	<1	1	3,365
Total Operational Year 2026	226,772 <u>201,696</u>	7 <u>5</u>	9	229,247 <u>203,938</u>
With Ocean Disposal				
Total Construction and Operations Year 2026				229,406 <u>204,097</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				53,330 <u>36,629</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Proposed Project Minus NEPA Baseline				52,887 <u>39,108</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2026				229,449 <u>204,141</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				53,373 <u>36,673</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				

Table 3.5-7: Construction and Operational GHG Emissions with Mitigation – Proposed Project (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO _{2e}
NEPA Baseline Emissions				176,519 <u>164,989</u>
Proposed Project Minus NEPA Baseline				52,930 <u>39,152</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2033				
Ships - Transit and Anchoring	74,454	2	4	75,522
Ships – Hoteling	15,316	<1	1	15,561
AMP Electricity Use	7,344	<1	<1	7,359
Tugboats	1,057	<1	<1	1,070
Trucks	67,734	<1	2	68,345
Line Haul Locomotives	247,324 <u>62,105</u>	20 <u>5</u>	7 <u>2</u>	249,609 <u>62,679</u>
Switch Locomotives	924	<1	<1	932
Cargo Handling Equipment	33,878	1	1	34,111
On-terminal Electricity Use	5,168	<1	<1	5,179
Worker Vehicles	3,331	<1	1	3,555
Total Operational Year 2033	456,534 <u>271,311</u>	24 <u>9</u>	15 <u>10</u>	461,244 <u>274,313</u>
With Ocean Disposal				
Total Construction and Operations Year 2033				461,403 <u>274,472</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				285,327 <u>107,004</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Proposed Project Minus NEPA Baseline				141,157 <u>55,993</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				

Table 3.5-7: Construction and Operational GHG Emissions with Mitigation – Proposed Project (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Total Construction and Operations Year 2033				461,447 <u>274,516</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				285,370 <u>107,048</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Proposed Project Minus NEPA Baseline				441,201 <u>56,037</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2038				
Ships - Transit and Anchoring	69,260	2	4	70,327
Ships – Hoteling	15,056	<1	1	15,301
AMP Electricity Use	7,344	<1	<1	7,359
Tugboats	1,057	<1	<1	1,070
Trucks	66,747	<1	2	67,351
Line Haul Locomotives	247,324 <u>62,105</u>	20 <u>5</u>	7 <u>2</u>	249,609 <u>62,105</u>
Switch Locomotives	924	<1	<1	932
Cargo Handling Equipment	33,878	1	1	34,111
On-terminal Electricity Use	5,168	<1	<1	5,179
Worker Vehicles	3,162	<1	1	3,386
Total Operational Year 2038	449,919 <u>264,701</u>	24 <u>9</u>	15 <u>10</u>	454,626 <u>267,121</u>
With Ocean Disposal				
Total Construction and Operations Year 2038				454,784 <u>267,280</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				278,708 <u>99,812</u>

Table 3.5-7: Construction and Operational GHG Emissions with Mitigation – Proposed Project (mt_y)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Proposed Project Minus NEPA Baseline				135,390 <u>49,653</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2038				454,828 <u>267,324</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Proposed Project Minus CEQA Baseline				278,752 <u>99,856</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Proposed Project Minus NEPA Baseline				135,434 <u>49,697</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Notes:

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

1 **Section 3.5.5.4, Pages 3.5-53 to 3.5-56, Table 3.5-10**

2 Revise Table 3.5-10, as follows:

Table 3.5-10: Construction and Operational GHG Emissions without Mitigation – Alternative 1 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				47
Year 2018				
Ships - Transit and Anchoring	53,821	1	3	54,591
Ships – Hoteling	8,780	<1	1	8,921
AMP Electricity Use	2,436	<1	<1	2,441
Tugboats	784	<1	<1	793
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	30,064 <u>20,123</u>	2	1	30,342 <u>20,309</u>
Switch Locomotives	272	<1	<1	274
Cargo Handling Equipment	15,262	<1	<1	15,361
On-terminal Electricity Use	4,509	<1	<1	4,519
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	170,996 <u>161,055</u>	5	7	172,942 <u>162,909</u>
Total Construction and Operations Year 2018				172,989 <u>162,956</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				-3,087 <u>-4,512</u>
Significance Threshold				10,000
Significant?				No
Year 2019				

Table 3.5-10: Construction and Operational GHG Emissions without Mitigation – Alternative 1 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Ships - Transit and Anchoring	54,433	1	3	55,212
Ships – Hoteling	8,880	<1	1	9,022
AMP Electricity Use	2,464	<1	<1	2,469
Tugboats	793	<1	<1	802
Trucks	56,315	<1	2	56,836
Line Haul Locomotives	30,693 <u>20,181</u>	2	1	30,977 <u>20,367</u>
Switch Locomotives	275	<1	<1	277
Cargo Handling Equipment	15,611	1	<1	15,712
On-terminal Electricity Use	4,534	<1	<1	4,544
Worker Vehicles	3,176	<1	1	3,329
Total Operational Year 2019	177,173 <u>166,662</u>	5	7	179,179 <u>168,570</u>
Total Construction and Operations Year 2019				179,226 <u>168,617</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				3,150 <u>1,149</u>
Significance Threshold				10,000
Significant?				No
Year 2026				

Table 3.5-10: Construction and Operational GHG Emissions without Mitigation – Alternative 1 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Ships - Transit and Anchoring	55,448	1	3	56,242
Ships – Hoteling	9,074	<1	1	9,219
AMP Electricity Use	2,545	<1	<1	2,550
Tugboats	793	<1	<1	802
Trucks	50,297	<1	2	50,753
Line Haul Locomotives	32,958 <u>21,533</u>	3 <u>2</u>	1	33,263 <u>21,732</u>
Switch Locomotives	318	<1	<1	321
Cargo Handling Equipment	17,464	1	<1	17,577
On-terminal Electricity Use	4,794	<1	<1	4,804
Worker Vehicles	2,703	<1	1	2,865
Total Operational Year 2026	176,394 <u>164,969</u>	5 <u>4</u>	7	178,397 <u>166,865</u>
Total Construction and Operations Year 2026				178,443 <u>166,912</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				2,367 <u>-556</u>
Significance Threshold				10,000
Significant?				No
Year 2033				

Table 3.5-10: Construction and Operational GHG Emissions without Mitigation – Alternative 1 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Ships - Transit and Anchoring	73,567	2	4	74,621
Ships – Hoteling	12,535	<1	1	12,736
AMP Electricity Use	3,698	<1	<1	3,706
Tugboats	1,057	<1	<1	1,070
Trucks	48,181	<1	2	48,617
Line Haul Locomotives	148,712 <u>47,878</u>	12 <u>4</u>	4 <u>1</u>	150,087 <u>48,320</u>
Switch Locomotives	706	<1	<1	712
Cargo Handling Equipment	22,206	1	<1	22,349
On-terminal Electricity Use	5,461	<1	<1	5,472
Worker Vehicles	2,790	<1	1	2,979
Total Operational Year 2033	318,915 <u>218,079</u>	15 <u>7</u>	14 <u>8</u>	322,350 <u>220,582</u>
Total Construction and Operations Year 2033				322,396 <u>220,629</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				146,320 <u>53,161</u>
Significance Threshold				10,000
Significant?				Yes
Year 2038				

Table 3.5-10: Construction and Operational GHG Emissions without Mitigation – Alternative 1 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Ships - Transit and Anchoring	73,567	2	4	74,621
Ships – Hoteling	12,535	<1	1	12,736
AMP Electricity Use	3,698	<1	<1	3,706
Tugboats	1,057	<1	<1	1,070
Trucks	47,477	<1	2	47,907
Line Haul Locomotives	148,712 <u>47,878</u>	12 <u>4</u>	4 <u>1</u>	150,087 <u>48,320</u>
Switch Locomotives	706	<1	<1	712
Cargo Handling Equipment	22,206	1	<1	22,349
On-terminal Electricity Use	5,461	<1	<1	5,472
Worker Vehicles	2,648	<1	1	2,837
Total Operational Year 2038	318,068 <u>217,233</u>	15 <u>7</u>	14 <u>8</u>	321,498 <u>219,730</u>
Total Construction and Operations Year 2038				321,545 <u>219,777</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				145,468 <u>52,309</u>
Significance Threshold				10,000
Significant?				Yes

Notes:

Alternative 1 is the same as the NEPA baseline; amortized construction emissions are the same as those presented for the NEPA baseline in Section 3.5.5.2, per Table 3.5-2.

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

1 **Section 3.5.5.4, Pages 3.5-56 to 3.5-59, Table 3.5-11**

2 Revise Table 3.5-11, as follows:

Table 3.5-11: Construction and Operational GHG Emissions with Mitigation – Alternative 1 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				47
Year 2018				
Ships - Transit and Anchoring	53,821	1	3	54,591
Ships – Hoteling	8,780	<1	1	8,921
AMP Electricity Use	2,436	<1	<1	2,441
Tugboats	784	<1	<1	793
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	30,064 <u>20,123</u>	2	1	30,342 <u>20,309</u>
Switch Locomotives	272	<1	<1	274
Cargo Handling Equipment	15,262	<1	<1	15,361
On-terminal Electricity Use	4,509	<1	<1	4,519
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	170,996 <u>161,055</u>	5	7	172,942 <u>162,909</u>
Total Construction and Operations Year 2018				172,989 <u>162,956</u>
CEQA Impacts				
CEQA Baseline Emissions				176,075 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				-3,088 <u>-4,512</u>
Significance Threshold				10,000
Significant?				No
Year 2019				
Ships - Transit and Anchoring	53,906	1	3	54,679
Ships – Hoteling	8,707	<1	1	8,848
AMP Electricity Use	2,639	<1	<1	2,645
Tugboats	793	<1	<1	802
Trucks	56,315	<1	2	56,836
Line Haul Locomotives	30,693 <u>20,181</u>	2	1	30,977 <u>20,367</u>
Switch Locomotives	275	<1	<1	277
Cargo Handling Equipment	15,611	1	<1	15,712
On-terminal Electricity Use	3,276	<1	<1	3,283
Worker Vehicles	3,176	<1	1	3,329
Total Operational Year 2019	175,392 <u>164,879</u>	5	7	177,388 <u>166,778</u>
Total Construction and Operations Year 2019				177,435 <u>166,825</u>

Table 3.5-11: Construction and Operational GHG Emissions with Mitigation – Alternative 1 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				4,359 <u>-643</u>
Significance Threshold				10,000
Significant?				No
Year 2026				
Ships - Transit and Anchoring	54,909	1	3	55,697
Ships – Hoteling	8,460	<1	1	8,599
AMP Electricity Use	3,046	<1	<1	3,052
Tugboats	793	<1	<1	802
Trucks	50,297	<1	2	50,753
Line Haul Locomotives	32,958 <u>21,533</u>	3 <u>2</u>	 1	33,263 <u>21,732</u>
Switch Locomotives	318	<1	<1	321
Cargo Handling Equipment	17,464	1	<1	17,577
On-terminal Electricity Use	3,536	<1	<1	3,544
Worker Vehicles	2,703	<1	1	2,865
Total Operational Year 2026	174,484 <u>163,059</u>	5 <u>4</u>	7	176,472 <u>164,942</u>
Total Construction and Operations Year 2026				176,519 <u>164,989</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				443 <u>-2,479</u>
Significance Threshold				10,000
Significant?				No
Year 2033				
Ships - Transit and Anchoring	72,858	2	4	73,903
Ships – Hoteling	11,667	<1	1	11,858
AMP Electricity Use	4,402	<1	<1	4,412
Tugboats	1,057	<1	<1	1,070
Trucks	48,181	<1	2	48,617
Line Haul Locomotives	148,712 <u>47,878</u>	12 <u>4</u>	4 <u>1</u>	150,087 <u>48,320</u>
Switch Locomotives	706	<1	<1	712
Cargo Handling Equipment	22,206	1	<1	22,349

Table 3.5-11: Construction and Operational GHG Emissions with Mitigation – Alternative 1 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
On-terminal Electricity Use	4,203	<1	<1	4,212
Worker Vehicles	2,790	<1	1	2,979
Total Operational Year 2033	316,783 <u>215,948</u>	15 <u>7</u>	14 <u>8</u>	320,199 <u>218,432</u>
Total Construction and Operations Year 2033				320,246 <u>218,479</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				144,170 <u>51,011</u>
Significance Threshold				10,000
Significant?				Yes
Year 2038				
Ships - Transit and Anchoring	72,858	2	4	73,903
Ships – Hoteling	11,667	<1	1	11,858
AMP Electricity Use	4,402	<1	<1	4,412
Tugboats	1,057	<1	<1	1,070
Trucks	47,477	<1	2	47,907
Line Haul Locomotives	148,712 <u>47,878</u>	12 <u>4</u>	4 <u>1</u>	150,087 <u>48,320</u>
Switch Locomotives	706	<1	<1	712
Cargo Handling Equipment	22,206	1	<1	22,349
On-terminal Electricity Use	4,203	<1	<1	4,212
Worker Vehicles	2,648	<1	1	2,837
Total Operational Year 2038	315,937 <u>215,102</u>	15 <u>7</u>	14 <u>8</u>	319,348 <u>217,580</u>
Total Construction and Operations Year 2038				319,394 <u>217,627</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 1 Minus CEQA Baseline				143,318 <u>50,159</u>
Significance Threshold				10,000
Significant?				Yes

Notes:

Alternative 1 is the same as the NEPA baseline; amortized construction emissions are the same as those presented for the NEPA baseline in Section 3.5.5.2, per Table 3.5-2.

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data,

Table 3.5-11: Construction and Operational GHG Emissions with Mitigation – Alternative 1 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
-----------------	-----------------	-----------------	------------------	-------------------

assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

1

Section 3.5.5.4, Pages 3.5-60 to 3.5-62, Table 3.5-12

2

Revise Table 3.5-12, as follows:

3

Table 3.5-12: Operational GHG Emissions – Alternative 2 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Year 2018				
Ships - Transit and Anchoring	53,821	1	3	54,591
Ships – Hoteling	8,780	<1	1	8,921
AMP Electricity Use	2,436	<1	<1	2,441
Tugboats	784	<1	<1	793
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	30,064			30,342
	<u>20,123</u>	2	1	<u>20,309</u>
Switch Locomotives	272	<1	<1	274
Cargo Handling Equipment	15,262	1	<1	15,361
On-terminal Electricity Use	4,509	<1	<1	4,519
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	170,996			172,942
	<u>161,055</u>	5	7	<u>162,909</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076
				<u>167,468</u>
Alternative 2 Minus CEQA Baseline				-3,134
				<u>-4,559</u>
Significance Threshold				10,000
Significant?				No
Year 2019				
Ships - Transit and Anchoring	54,433	1	3	55,212
Ships – Hoteling	8,880	<1	1	9,022
AMP Electricity Use	2,464	<1	<1	2,469
Tugboats	793	<1	<1	802
Trucks	56,315	<1	1	56,836
Line Haul Locomotives	30,693			30,977
	<u>20,181</u>	2	1	<u>20,367</u>

Table 3.5-12: Operational GHG Emissions – Alternative 2 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Switch Locomotives	275	<1	<1	277
Cargo Handling Equipment	15,611	1	<1	15,712
On-terminal Electricity Use	4,534	<1	<1	4,544
Worker Vehicles	3,176	<1	1	3,329
Total Operational Year 2019	477,173 <u>166,662</u>	5	7	479,179 <u>168,570</u>
CEQA Impacts				
CEQA Baseline Emissions				476,076 <u>167,468</u>
Alternative 2 Minus CEQA Baseline				3,103 <u>1,102</u>
Significance Threshold				10,000
Significant?				No
Year 2026				
Ships - Transit and Anchoring	55,448	1	3	56,242
Ships – Hoteling	9,074	<1	1	9,219
AMP Electricity Use	2,545	<1	<1	2,550
Tugboats	793	<1	<1	802
Trucks	50,297	<1	2	50,753
Line Haul Locomotives	32,958 <u>21,533</u>	3 <u>2</u>	1	33,263 <u>21,732</u>
Switch Locomotives	318	<1	<1	321
Cargo Handling Equipment	17,464	1	<1	17,577
On-terminal Electricity Use	4,794	<1	<1	4,804
Worker Vehicles	2,703	<1	1	2,865
Total Operational Year 2026	476,394 <u>164,969</u>	5 <u>4</u>	7	478,397 <u>166,865</u>
CEQA Impacts				
CEQA Baseline Emissions				476,076 <u>167,468</u>
Alternative 2 Minus CEQA Baseline				2,320 <u>-603</u>
Significance Threshold				10,000
Significant?				No
Year 2033				
Ships - Transit and Anchoring	73,567	2	4	74,621
Ships – Hoteling	12,535	<1	1	12,736
AMP Electricity Use	3,698	<1	<1	3,706
Tugboats	1,057	<1	<1	1,070
Trucks	48,181	<1	2	48,617
Line Haul Locomotives	148,712	12	4	150,087

Table 3.5-12: Operational GHG Emissions – Alternative 2 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<u>47,878</u>	<u>4</u>	<u>1</u>	<u>48,320</u>
Switch Locomotives	706	<1	<1	712
Cargo Handling Equipment	22,206	1	<1	22,349
On-terminal Electricity Use	5,461	<1	<1	5,472
Worker Vehicles	2,790	<1	1	2,979
	318,915	15	11	322,350
Total Operational Year 2033	<u>218,079</u>	<u>7</u>	<u>8</u>	<u>220,582</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 2 Minus CEQA Baseline				146,274 <u>53,114</u>
Significance Threshold				10,000
Significant?				Yes
Year 2038				
Ships - Transit and Anchoring	73,567	2	4	74,621
Ships – Hoteling	12,535	<1	1	12,736
AMP Electricity Use	3,698	<1	<1	3,706
Tugboats	1,057	<1	<1	1,070
Trucks	47,477	<1	2	47,907
	148,712	12	4	150,087
Line Haul Locomotives	<u>47,878</u>	<u>4</u>	<u>1</u>	<u>48,320</u>
Switch Locomotives	706	<1	<1	712
Cargo Handling Equipment	22,206	1	<1	22,349
On-terminal Electricity Use	5,461	<1	<1	5,472
Worker Vehicles	2,648	<1	1	2,837
	318,068	15	11	321,498
Total Operational Year 2038	<u>217,233</u>	<u>7</u>	<u>8</u>	<u>219,730</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 2 Minus CEQA Baseline				145,422 <u>52,262</u>
Significance Threshold				10,000
Significant?				Yes

Notes:

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

On-terminal electricity use includes crane operation and high mast poles.

1 **Section 3.5.5.4, Pages 3.5-65 to 3.5-70, Table 3.5-14**

2 Revise Table 3.5-14, as follows:

Table 3.5-14: Construction and Operational GHG Emissions without Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				
Ocean Disposal				137
Upland Disposal				167
Year 2018				
Ships - Transit and Anchoring	51,596	1	3	52,335
Ships – Hoteling	8,417	<1	1	8,552
AMP Electricity Use	2,335	<1	<1	2,340
Tugboats	751	<1	<1	761
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	27,833 <u>19,746</u>	2	1	28,090 <u>19,929</u>
Switch Locomotives	261	<1	<1	263
Cargo Handling Equipment	14,798	<1	<1	14,893
On-terminal Electricity Use	2,082	<1	<1	2,091
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	463,140 <u>155,054</u>	5	7	465,024 <u>156,864</u>
With Ocean Disposal				
Total Construction and Operations Year 2018				465,160 <u>157,001</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				-10,916 <u>-10,467</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 3 Minus NEPA Baseline				-7,829 <u>-5,955</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				

Table 3.5-14: Construction and Operational GHG Emissions without Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Total Construction and Operations Year 2018				165,194 <u>157,031</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				-10,886 <u>-10,437</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 3 Minus NEPA Baseline				-7,799 <u>-5,925</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2019				
Ships - Transit and Anchoring	49,182	1	3	49,889
Ships – Hoteling	9,575	<1	1	9,728
AMP Electricity Use	2,411	<1	<1	2,416
Tugboats	793	<1	<1	802
Trucks	55,131	<1	2	55,642
Line Haul Locomotives	29,341 <u>19,254</u>	3 <u>2</u>	1	29,642 <u>19,432</u>
Switch Locomotives	272	<1	<1	274
Cargo Handling Equipment	17,059	1	<1	17,173
On-terminal Electricity Use	4,509	<1	<1	4,519
Worker Vehicles	3,151	<1	1	3,303
Total Operational Year 2019	171,424 <u>161,337</u>	5 <u>4</u>	7	173,357 <u>163,178</u>
With Ocean Disposal				
Total Construction and Operations Year 2019				173,494 <u>163,315</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				-2,583 <u>-4,153</u>

Table 3.5-14: Construction and Operational GHG Emissions without Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 3 Minus NEPA Baseline				-3,942 <u>-3,510</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2019				173,524 <u>163,345</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				-2,552 <u>-4,123</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative Minus NEPA Baseline				-3,942 <u>-3,480</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2026				
Ships - Transit and Anchoring	51,047	1	3	51,780
Ships – Hoteling	12,045	<1	1	12,232
AMP Electricity Use	4,920	<1	<1	4,930
Tugboats	793	<1	<1	802
Trucks	61,173	<1	2	61,727
Line Haul Locomotives	47,895 <u>26,339</u>	4 <u>2</u>	1	48,337 <u>26,583</u>
Switch Locomotives	389	<1	<1	392
Cargo Handling Equipment	23,604	1	1	23,763
On-terminal Electricity Use	5,343	<1	<1	5,354
Worker Vehicles	3,066	<1	1	3,248

Table 3.5-14: Construction and Operational GHG Emissions without Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Total Operational Year 2026	210,274 <u>188,719</u>	7 <u>5</u>	8	212,567 <u>190,811</u>
With Ocean Disposal				
Total Construction and Operations Year 2026				212,704 <u>190,948</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				36,628 <u>23,480</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 3 Minus NEPA Baseline				36,185 <u>25,959</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2026				212,734 <u>190,978</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				36,658 <u>23,510</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 3 Minus NEPA Baseline				36,215 <u>25,989</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2033				
Ships - Transit and Anchoring	68,912	2	4	69,901
Ships – Hoteling	15,094	<1	1	15,328

Table 3.5-14: Construction and Operational GHG Emissions without Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
AMP Electricity Use	5,728	<1	<1	5,740
Tugboats	1,057	<1	<1	1,070
Trucks	63,246	<1	2	63,817
Line Haul Locomotives	222,374 <u>58,824</u>	18 <u>5</u>	6 <u>2</u>	224,429 <u>59,367</u>
Switch Locomotives	874	<1	<1	882
Cargo Handling Equipment	30,365	1	1	30,570
On-terminal Electricity Use	6,204	<1	<1	6,217
Worker Vehicles	3,213	<1	1	3,429
Total Operational Year 2033	417,067 <u>253,517</u>	22 <u>9</u>	14 <u>10</u>	421,383 <u>256,321</u>
With Ocean Disposal				
Total Construction and Operations Year 2033				421,520 <u>256,458</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				245,444 <u>88,990</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 3 Minus NEPA Baseline				401,274 <u>37,979</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2033				421,550 <u>256,488</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				245,474 <u>89,020</u>
Significance Threshold				10,000
Significant?				Yes

Table 3.5-14: Construction and Operational GHG Emissions without Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 3 Minus NEPA Baseline				101,304 <u>38,009</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2038				
Ships - Transit and Anchoring	68,912	2	4	69,901
Ships – Hoteling	15,094	<1	1	15,328
AMP Electricity Use	5,728	<1	<1	5,740
Tugboats	1,057	<1	<1	1,070
Trucks	62,324	<1	2	62,888
Line Haul Locomotives	222,374 <u>58,824</u>	48 <u>5</u>	6 <u>2</u>	224,429 <u>59,367</u>
Switch Locomotives	874	<1	<1	882
Cargo Handling Equipment	30,365	1	1	30,570
On-terminal Electricity Use	6,204	<1	<1	6,217
Worker Vehicles	3,049	<1	1	3,266
Total Operational Year 2038	415,982 <u>252,431</u>	22 <u>9</u>	14 <u>10</u>	420,291 <u>255,229</u>
With Ocean Disposal				
Total Construction and Operations Year 2038				420,428 <u>255,366</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				244,351 <u>87,898</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 3 Minus NEPA Baseline				101,033 <u>37,739</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Table 3.5-14: Construction and Operational GHG Emissions without Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
With Upland Disposal				
Total Construction and Operations Year 2038				420,458 <u>255,396</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				244,381 <u>87,928</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 3 Minus NEPA Baseline				401,063 <u>37,769</u>
Significance Threshold				<u>25,000</u>
Significant?				<u>Yes</u>

1
2
3
4

Section 3.5.5.4, Pages 3.5-71 to 3.5-77, Table 3.5-16

Revise Table 3.5-16, as follows:

Table 3.5-16: Construction and Operational GHG Emissions with Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				
Ocean Disposal				137
Upland Disposal				168
Year 2018				
Ships - Transit and Anchoring	51,596	1	3	52,335
Ships - Hoteling	8,417	<1	1	8,552
AMP Electricity Use	2,335	<1	<1	2,340
Tugboats	751	<1	<1	761
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	27,833 <u>19,746</u>	2	1	28,090 <u>19,929</u>
Switch Locomotives	261	<1	<1	263

Table 3.5-16: Construction and Operational GHG Emissions with Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Cargo Handling Equipment	14,798	<1	<1	14,893
On-terminal Electricity Use	2,082	<1	<1	2,091
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	163,140 <u>155,054</u>	5	7	165,024 <u>156,864</u>
With Ocean Disposal				
Total Construction and Operations Year 2018				165,161 <u>157,001</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				-10,915 <u>-10,467</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 3 Minus NEPA Baseline				-7,828 <u>-5,955</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2018				165,192 <u>157,032</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				-10,885 <u>-10,436</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 3 Minus NEPA Baseline				-7,798 <u>-5,924</u>
CEQ Reference Level				25,000

Table 3.5-16: Construction and Operational GHG Emissions with Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Exceeds CEQ Reference Level?				No
Year 2019				
Ships - Transit and Anchoring	48,704	1	3	49,405
Ships - Hoteling	9,426	<1	1	9,577
AMP Electricity Use	2,571	<1	<1	2,576
Tugboats	793	<1	<1	802
Trucks	55,131	<1	2	55,642
Line Haul Locomotives	29,344	3		29,642
	<u>19,254</u>	<u>2</u>	1	<u>19,432</u>
Switch Locomotives	272	<1	<1	274
Cargo Handling Equipment	17,059	1	<1	17,173
On-terminal Electricity Use	3,252	<1	<1	3,258
Worker Vehicles	3,151	<1	1	3,303
Total Operational Year 2019	169,699	5		171,623
	<u>159,613</u>	<u>4</u>	7	<u>161,442</u>
With Ocean Disposal				
Total Construction and Operations Year 2019				171,760 <u>161,579</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				-4,316 <u>-5,889</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 3 Minus NEPA Baseline				-5,675 <u>-5,246</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2019				171,791 <u>161,610</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>

Table 3.5-16: Construction and Operational GHG Emissions with Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Alternative 3 Minus CEQA Baseline				4,285 <u>-5,858</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 3 Minus NEPA Baseline				-5,644 <u>-5,215</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2026				
Ships - Transit and Anchoring	50,547	1	3	51,275
Ships - Hoteling	10,907	<1	1	11,081
AMP Electricity Use	5,820	<1	<1	5,833
Tugboats	793	<1	<1	802
Trucks	61,173	<1	2	61,727
Line Haul Locomotives	47,895 <u>26,339</u>	4 <u>2</u>	1 <u>1</u>	48,337 <u>26,583</u>
Switch Locomotives	389	<1	<1	392
Cargo Handling Equipment	23,604	1	1	23,763
On-terminal Electricity Use	4,085	<1	<1	4,094
Worker Vehicles	3,066	<1	1	3,248
Total Operational Year 2026	208,279 <u>186,723</u>	7 <u>5</u>	8 <u>8</u>	210,553 <u>188,798</u>
With Ocean Disposal				
Total Construction and Operations Year 2026				210,690 <u>188,935</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				34,614 <u>21,467</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>

Table 3.5-16: Construction and Operational GHG Emissions with Mitigation – Alternative 3 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Alternative 3 Minus NEPA Baseline				34,174 <u>23,946</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2026				210,721 <u>188,966</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				34,645 <u>21,498</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 3 Minus NEPA Baseline				34,202 <u>23,977</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2033				
Ships - Transit and Anchoring	68,173	2	4	69,153
Ships - Hoteling	13,786	<1	1	14,006
AMP Electricity Use	6,773	<1	<1	6,788
Tugboats	1,057	<1	<1	1,070
Trucks	63,246	<1	2	63,817
Line Haul Locomotives	222,374 <u>58,824</u>	48 <u>5</u>	6 <u>2</u>	224,429 <u>59,367</u>
Switch Locomotives	874	<1	<1	882
Cargo Handling Equipment	30,365	1	1	30,570
On-terminal Electricity Use	4,946	<1	<1	4,957
Worker Vehicles	3,213	<1	1	3,429
Total Operational Year 2033	414,808 <u>251,257</u>	22 <u>9</u>	14 <u>10</u>	419,100 <u>254,039</u>
With Ocean Disposal				
Total Construction and Operations Year 2033				419,237 <u>254,176</u>

Table 3.5-16: Construction and Operational GHG Emissions with Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				243,161 <u>86,708</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 3 Minus NEPA Baseline				98,994 <u>35,697</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2033				419,268 <u>254,207</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 3 Minus CEQA Baseline				243,191 <u>86,739</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 3 Minus NEPA Baseline				99,022 <u>35,728</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2038				
Ships - Transit and Anchoring	68,173	2	4	69,153
Ships - Hoteling	13,786	<1	1	14,006
AMP Electricity Use	6,773	<1	<1	6,788
Tugboats	1,057	<1	<1	1,070
Trucks	62,324	<1	2	62,888
Line Haul Locomotives	222,374	48	6	224,429

Table 3.5-16: Construction and Operational GHG Emissions with Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<u>58,824</u>	<u>5</u>	<u>2</u>	<u>59,367</u>
Switch Locomotives	874	<1	<1	882
Cargo Handling Equipment	30,365	1	1	30,570
On-terminal Electricity Use	4,946	<1	<1	4,957
Worker Vehicles	3,049	<1	1	3,266
Total Operational Year 2038	<u>413,722</u> <u>250,171</u>	<u>24</u> <u>8</u>	<u>44</u> <u>10</u>	<u>418,007</u> <u>252,947</u>
With Ocean Disposal				
Total Construction and Operations Year 2038				<u>418,145</u> <u>253,084</u>
CEQA Impacts				
CEQA Baseline Emissions				<u>176,076</u> <u>167,468</u>
Alternative 3 Minus CEQA Baseline				<u>242,068</u> <u>85,616</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				<u>319,394</u> <u>217,627</u>
Alternative 3 Minus NEPA Baseline				<u>98,750</u> <u>35,457</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2038				<u>418,175</u> <u>253,115</u>
CEQA Impacts				
CEQA Baseline Emissions				<u>176,076</u> <u>167,468</u>
Alternative 3 Minus CEQA Baseline				<u>242,099</u> <u>85,647</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				<u>319,394</u> <u>217,627</u>
Alternative 3 Minus NEPA Baseline				<u>98,784</u>

Table 3.5-16: Construction and Operational GHG Emissions with Mitigation – Alternative 3 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
				35,488
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Notes:

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

1
2
3

Section 3.5.5.4, Pages 3.5-79 to 3.5-84, Table 3.5-18

Revise Table 3.5-18, as follows:

Table 3.5-18: Construction and Operational GHG Emissions without Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				
Ocean Disposal				112
Upland Disposal				155
Year 2018				
Ships - Transit and Anchoring	51,596	1	3	52,335
Ships – Hoteling	8,417	<1	1	8,552
AMP Electricity Use	2,335	<1	<1	2,340
Tugboats	751	<1	<1	761
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	27,833 <u>19,318</u>	2	1	28,090 <u>19,496</u>
Switch Locomotives	261	<1	<1	263
Cargo Handling Equipment	14,798	<1	<1	14,893
On-terminal Electricity Use	2,082	<1	<1	2,091
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	463,140 <u>154,626</u>	5	7	465,024 <u>156,431</u>
With Ocean Disposal				
Total Construction and Operations Year 2018				465,135 <u>156,543</u>

Table 3.5-18: Construction and Operational GHG Emissions without Mitigation – Alternative 4 (mtt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				-10,941 <u>-10,925</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 4 Minus NEPA Baseline				-7,854 <u>-6,413</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2018				165,178 <u>156,586</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				-10,898 <u>-10,882</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 4 Minus NEPA Baseline				-7,811 <u>-6,370</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2019				
Ships - Transit and Anchoring	51,644	1	3	52,403
Ships – Hoteling	8,755	<1	1	8,894
AMP Electricity Use	2,190	<1	<1	2,195
Tugboats	793	<1	<1	802
Trucks	53,496	<1	2	53,992
Line Haul Locomotives	27,654	2	1	27,910

Table 3.5-18: Construction and Operational GHG Emissions without Mitigation – Alternative 4 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<u>19,067</u>			<u>19,244</u>
Switch Locomotives	264	<1	<1	266
Cargo Handling Equipment	16,298	1	<1	16,406
On-terminal Electricity Use	4,447	<1	<1	4,456
Worker Vehicles	3,108	<1	1	3,257
Total Operational Year 2019	168,669 <u>160,062</u>	5	7	170,581 <u>161,915</u>
With Ocean Disposal				
Total Construction and Operations Year 2019				170,693 <u>162,027</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				-5,383 <u>-5,441</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 4 Minus NEPA Baseline				-6,742 <u>-4,798</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2019				170,736 <u>162,070</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				-5,340 <u>-5,398</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 4 Minus NEPA Baseline				-6,699 <u>-4,755</u>

Table 3.5-18: Construction and Operational GHG Emissions without Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2026				
Ships - Transit and Anchoring	56,112	1	3	56,914
Ships – Hoteling	11,447	<1	1	11,623
AMP Electricity Use	3,637	<1	<1	3,645
Tugboats	793	<1	<1	802
Trucks	57,658	<1	2	58,180
	42,942	4		43,338
Line Haul Locomotives	<u>24,841</u>	<u>2</u>	1	<u>25,070</u>
Switch Locomotives	367	<1	<1	370
Cargo Handling Equipment	21,900	1	<1	22,047
On-terminal Electricity Use	5,172	<1	<1	5,183
Worker Vehicles	2,955	<1	1	3,131
	202,982	6		205,233
Total Operational Year 2026	<u>184,882</u>	<u>4</u>	8	<u>186,965</u>
With Ocean Disposal				
				205,345
Total Construction and Operations Year 2026				<u>187,077</u>
CEQA Impacts				
				176,076
CEQA Baseline Emissions				<u>167,468</u>
				29,269
Alternative 4 Minus CEQA Baseline				<u>19,609</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
				176,519
NEPA Baseline Emissions				<u>164,989</u>
				28,826
Alternative 4 Minus NEPA Baseline				<u>22,088</u>
CEQ Reference Level				25,000
				Yes
Exceeds CEQ Reference Level?				<u>No</u>
With Upland Disposal				
				205,388
Total Construction and Operations Year 2026				<u>187,120</u>
CEQA Impacts				

Table 3.5-18: Construction and Operational GHG Emissions without Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
CEQA Baseline Emissions				476,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				29,312 <u>19,652</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				476,519 <u>164,989</u>
Alternative 4 Minus NEPA Baseline				28,869 <u>22,131</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes <u>No</u>
Year 2033				
Ships - Transit and Anchoring	72,526	2	4	73,565
Ships – Hoteling	15,534	<1	1	15,777
AMP Electricity Use	5,695	<1	<1	5,707
Tugboats	1,057	<1	<1	1,070
Trucks	58,245	<1	2	58,771
Line Haul Locomotives	197,798 <u>55,406</u>	46 <u>5</u>	5 <u>2</u>	199,626 <u>55,918</u>
Switch Locomotives	822	<1	<1	829
Cargo Handling Equipment	28,082	1	1	28,270
On-terminal Electricity Use	5,971	<1	<1	5,984
Worker Vehicles	3,078	<1	1	3,285
Total Operational Year 2033	388,809 <u>246,416</u>	20 <u>9</u>	13 <u>10</u>	392,883 <u>249,176</u>
With Ocean Disposal				
Total Construction and Operations Year 2033				392,995 <u>249,288</u>
CEQA Impacts				
CEQA Baseline Emissions				476,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				216,918 <u>81,820</u>
Significance Threshold				10,000
Significant?				Yes

Table 3.5-18: Construction and Operational GHG Emissions without Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 4 Minus NEPA Baseline				72,749 <u>30,809</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2033				393,038 <u>249,331</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				216,961 <u>81,863</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 4 Minus NEPA Baseline				72,792 <u>30,852</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2038				
Ships - Transit and Anchoring	72,526	2	4	73,565
Ships – Hoteling	15,534	<1	1	15,777
AMP Electricity Use	5,695	<1	<1	5,707
Tugboats	1,057	<1	<1	1,070
Trucks	57,395	<1	2	57,915
Line Haul Locomotives	197,798 <u>55,406</u>	46 <u>5</u>	5 <u>2</u>	199,626 <u>55,918</u>
Switch Locomotives	822	<1	<1	829
Cargo Handling Equipment	28,082	1	1	28,270
On-terminal Electricity Use	5,971	<1	<1	5,984
Worker Vehicles	2,921	<1	1	3,129
Total Operational Year 2038	387,803 <u>245,409</u>	20 <u>9</u>	13 <u>10</u>	391,871 <u>248,164</u>

Table 3.5-18: Construction and Operational GHG Emissions without Mitigation – Alternative 4 (mtt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
With Ocean Disposal				
Total Construction and Operations Year 2038				391,983 <u>248,276</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				215,907 <u>80,808</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 4 Minus NEPA Baseline				72,588 <u>30,649</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2038				392,026 <u>248,319</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				215,950 <u>80,851</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 4 Minus NEPA Baseline				72,634 <u>30,692</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Notes: Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

1
2**Section 3.5.5.4, Pages 3.5-86 to 3.5-91, Table 3.5-20**

Revise Table 3.5-20, as follows:

Table 3.5-20: Construction and Operational GHG Emissions with Mitigation – Alternative 4 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				
Ocean Disposal				112
Upland Disposal				156
Year 2018				
Ships - Transit and Anchoring	51,596	1	3	52,335
Ships - Hoteling	8,417	<1	1	8,552
AMP Electricity Use	2,335	<1	<1	2,340
Tugboats	751	<1	<1	761
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	27,833 <u>19,318</u>	2	1	28,090 <u>19,496</u>
Switch Locomotives	261	<1	<1	263
Cargo Handling Equipment	14,798	<1	<1	14,893
On-terminal Electricity Use	2,082	<1	<1	2,091
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	463,140 <u>154,626</u>	5	7	465,024 <u>156,431</u>
With Ocean Disposal				
Total Construction and Operations Year 2018				465,136 <u>156,543</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				-10,944 <u>-10,925</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 4 Minus NEPA Baseline				-7,854 <u>-6,413</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				

Table 3.5-20: Construction and Operational GHG Emissions with Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Total Construction and Operations Year 2018				165,179 <u>156,587</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				-10,897 <u>-10,881</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 4 Minus NEPA Baseline				-7,810 <u>-6,369</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2019				
Ships - Transit and Anchoring	51,182	1	3	51,916
Ships – Hoteling	8,620	<1	1	8,758
AMP Electricity Use	2,340	<1	<1	2,345
Tugboats	793	<1	<1	802
Trucks	53,496	<1	2	53,992
Line Haul Locomotives	27,654 <u>19,067</u>	2	1	27,910 <u>19,244</u>
Switch Locomotives	264	<1	<1	266
Cargo Handling Equipment	16,298	1	<1	16,406
On-terminal Electricity Use	3,189	<1	<1	3,196
Worker Vehicles	3,108	<1	1	3,257
Total Operational Year 2019	166,945 <u>158,357</u>	5	7	168,848 <u>160,182</u>
With Ocean Disposal				
Total Construction and Operations Year 2019				168,960 <u>160,294</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				-7,116 <u>-7,174</u>

Table 3.5-20: Construction and Operational GHG Emissions with Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 4 Minus NEPA Baseline				-8,475 <u>-6,531</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2019				169,004 <u>160,338</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				-7,073 <u>-7,130</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 4 Minus NEPA Baseline				-8,432 <u>-6,487</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2026				
Ships - Transit and Anchoring	55,528	1	3	56,322
Ships – Hoteling	10,597	<1	1	10,764
AMP Electricity Use	4,323	<1	<1	4,332
Tugboats	793	<1	<1	802
Trucks	57,658	<1	2	58,180
Line Haul Locomotives	42,942 <u>24,841</u>	4 <u>2</u>	1	43,338 <u>25,070</u>
Switch Locomotives	367	<1	<1	370
Cargo Handling Equipment	21,900	1	<1	22,047
On-terminal Electricity Use	3,914	<1	<1	3,922
Worker Vehicles	2,955	<1	1	3,131

Table 3.5-20: Construction and Operational GHG Emissions with Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Total Operational Year 2026	200,976 <u>182,876</u>	6 <u>4</u>	8	203,210 <u>184,940</u>
With Ocean Disposal				
Total Construction and Operations Year 2026				203,322 <u>185,052</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				27,245 <u>17,584</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 4 Minus NEPA Baseline				26,802 <u>20,063</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2026				203,365 <u>185,096</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				27,289 <u>17,628</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 4 Minus NEPA Baseline				26,846 <u>20,107</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2033				
Ships - Transit and Anchoring	71,816	2	4	72,846
Ships – Hoteling	14,242	<1	1	14,470

Table 3.5-20: Construction and Operational GHG Emissions with Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
AMP Electricity Use	6,736	<1	<1	6,750
Tugboats	1,057	<1	<1	1,070
Trucks	58,245	<1	2	58,771
Line Haul Locomotives	197,798 <u>55,406</u>	16 <u>5</u>	5 <u>2</u>	199,626 <u>55,918</u>
Switch Locomotives	822	<1	<1	829
Cargo Handling Equipment	28,082	1	1	28,270
On-terminal Electricity Use	4,714	<1	<1	4,724
Worker Vehicles	3,078	<1	1	3,285
Total Operational Year 2033	386,589 <u>244,198</u>	19 <u>8</u>	13 <u>10</u>	390,637 <u>246,933</u>
With Ocean Disposal				
Total Construction and Operations Year 2033				390,752 <u>247,045</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				214,676 <u>79,577</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 4 Minus NEPA Baseline				70,506 <u>28,566</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2033				390,796 <u>247,089</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				214,719 <u>79,621</u>
Significance Threshold				10,000
Significant?				Yes

Table 3.5-20: Construction and Operational GHG Emissions with Mitigation – Alternative 4 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 4 Minus NEPA Baseline				70,550 <u>28,610</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2038				
Ships - Transit and Anchoring	71,816	2	4	72,846
Ships - Hoteling	14,242	<1	1	14,470
AMP Electricity Use	6,736	<1	<1	6,750
Tugboats	1,057	<1	<1	1,070
Trucks	57,395	<1	2	57,915
Line Haul Locomotives	197,798 <u>55,406</u>	16 <u>5</u>	5 <u>2</u>	199,626 <u>55,918</u>
Switch Locomotives	822	<1	<1	829
Cargo Handling Equipment	28,082	1	1	28,270
On-terminal Electricity Use	4,714	<1	<1	4,724
Worker Vehicles	2,921	<1	1	3,129
Total Operational Year 2038	385,583 <u>243,191</u>	19 <u>8</u>	13 <u>10</u>	389,628 <u>245,921</u>
With Ocean Disposal				
Total Construction and Operations Year 2038				389,740 <u>246,033</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				213,664 <u>78,565</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 4 Minus NEPA Baseline				70,346 <u>28,406</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Table 3.5-20: Construction and Operational GHG Emissions with Mitigation – Alternative 4 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
With Upland Disposal				
Total Construction and Operations Year 2038				389,784 <u>246,077</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 4 Minus CEQA Baseline				213,707 <u>78,609</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 4 Minus NEPA Baseline				70,389 <u>28,450</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Notes:

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

- 1
- 2
- 3
- 4

Section 3.5.5.4, Pages 3.5-93 to 3.5-99, Table 3.5-22

Revise Table 3.5-22, as follows:

Table 3.5-22: Construction and Operational GHG Emissions without Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				
Ocean Disposal				176
Upland Disposal				219
Year 2018				
Ships - Transit and Anchoring	51,596	1	3	52,335
Ships – Hoteling	8,417	<1	1	8,552
AMP Electricity Use	2,335	<1	<1	2,340
Tugboats	751	<1	<1	761
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	27,833 <u>20,141</u>	2	1	28,090 <u>20,327</u>
Switch Locomotives	261	<1	<1	263
Cargo Handling Equipment	14,798	<1	<1	14,893
On-terminal Electricity Use	2,082	<1	<1	2,091
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	163,140 <u>155,449</u>	5	7	165,024 <u>157,262</u>
With Ocean Disposal				
Total Construction and Operations Year 2018				165,200 <u>157,438</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				-10,876 <u>-10,030</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 5 Minus NEPA Baseline				-7,789 <u>-5,518</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2018				165,243 <u>157,481</u>

Table 3.5-22: Construction and Operational GHG Emissions without Mitigation – Alternative 5 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				-10,833 <u>-9,987</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 5 Minus NEPA Baseline				-7,746 <u>-5,475</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2019				
Ships - Transit and Anchoring	53,919	1	3	54,690
Ships – Hoteling	9,557	<1	1	9,707
AMP Electricity Use	2,517	<1	<1	2,523
Tugboats	793	<1	<1	802
Trucks	56,690	<1	2	57,215
Line Haul Locomotives	30,846 <u>20,261</u>	3 <u>2</u>	1	31,131 <u>20,449</u>
Switch Locomotives	279	<1	<1	282
Cargo Handling Equipment	18,475	1	<1	18,601
On-terminal Electricity Use	4,568	<1	<1	4,578
Worker Vehicles	3,198	<1	1	3,351
Total Operational Year 2019	180,842 <u>170,257</u>	5 <u>4</u>	7	182,880 <u>172,198</u>
With Ocean Disposal				
Total Construction and Operations Year 2019				183,057 <u>172,374</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				6,980 <u>4,906</u>
Significance Threshold				10,000
Significant?				No

Table 3.5-22: Construction and Operational GHG Emissions without Mitigation – Alternative 5 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 5 Minus NEPA Baseline				5,624 <u>5,549</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2019				183,100 <u>172,417</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				7,023 <u>4,949</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Alternative 5 Minus NEPA Baseline				5,664 <u>5,592</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2026				
Ships - Transit and Anchoring	56,488	1	3	57,297
Ships – Hoteling	13,532	<1	1	13,740
AMP Electricity Use	5,310	<1	<1	5,321
Tugboats	793	<1	<1	802
Trucks	64,509	<1	2	65,094
Line Haul Locomotives	52,835 <u>27,759</u>	4 <u>2</u>	1	53,324 <u>28,015</u>
Switch Locomotives	410	<1	<1	413
Cargo Handling Equipment	26,244	1	1	26,424
On-terminal Electricity Use	5,506	<1	<1	5,518
Worker Vehicles	3,176	<1	1	3,365
Total Operational Year 2026	228,802 <u>203,727</u>	7 <u>5</u>	9	231,297 <u>205,989</u>

Table 3.5-22: Construction and Operational GHG Emissions without Mitigation – Alternative 5 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
With Ocean Disposal				
Total Construction and Operations Year 2026				231,474 <u>206,165</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				55,398 <u>38,697</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 5 Minus NEPA Baseline				54,955 <u>41,176</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2026				231,517 <u>206,208</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				55,441 <u>38,740</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 5 Minus NEPA Baseline				54,998 <u>41,219</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2033				
Ships - Transit and Anchoring	75,206	2	4	76,283
Ships – Hoteling	16,741	<1	1	17,003
AMP Electricity Use	6,201	<1	<1	6,214

Table 3.5-22: Construction and Operational GHG Emissions without Mitigation – Alternative 5 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Tugboats	1,057	<1	<1	1,070
Trucks	66,412	<1	2	67,012
Line Haul Locomotives	248,116 <u>62,265</u>	20 <u>5</u>	7 <u>2</u>	250,408 <u>62,840</u>
Switch Locomotives	924	<1	<1	932
Cargo Handling Equipment	33,878	1	1	34,111
On-terminal Electricity Use	6,426	<1	<1	6,439
Worker Vehicles	3,340	<1	1	3,564
Total Operational Year 2033	458,304 <u>272,450</u>	24 <u>9</u>	15 <u>10</u>	463,036 <u>275,468</u>
With Ocean Disposal				
Total Construction and Operations Year 2033				463,213 <u>275,644</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				287,136 <u>108,176</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>217,627</u>
Alternative 5 Minus NEPA Baseline				142,967 <u>58,017</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2033				463,256 <u>275,687</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				287,179 <u>108,219</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				

Table 3.5-22: Construction and Operational GHG Emissions without Mitigation – Alternative 5 (mt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
NEPA Baseline Emissions				320,246 <u>217,627</u>
Alternative 5 Minus NEPA Baseline				143,010 <u>58,060</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2038				
Ships - Transit and Anchoring	75,206	2	4	76,283
Ships – Hoteling	16,741	<1	1	17,003
AMP Electricity Use	6,201	<1	<1	6,214
Tugboats	1,057	<1	<1	1,070
Trucks	65,443	<1	2	66,036
Line Haul Locomotives	248,116 <u>62,265</u>	20	7	250,408 <u>62,840</u>
Switch Locomotives	924	<1	<1	932
Cargo Handling Equipment	33,878	1	1	34,111
On-terminal Electricity Use	6,426	<1	<1	6,439
Worker Vehicles	3,170	<1	1	3,394
Total Operational Year 2038	457,163 <u>271,311</u>	24	15	461,891 <u>274,322</u>
With Ocean Disposal				
Total Construction and Operations Year 2038				462,067 <u>274,498</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				285,994 <u>107,030</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 5 Minus NEPA Baseline				142,673 <u>56,871</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Table 3.5-22: Construction and Operational GHG Emissions without Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
With Upland Disposal				
Total Construction and Operations Year 2038				462,110 <u>274,541</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				286,034 <u>107,073</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 5 Minus NEPA Baseline				142,716 <u>56,914</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Notes:

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

1 **Section 3.5.5.4, Pages 3.5-100 to 3.5-106, Table 3.5-24**

2 Revise Table 3.5-24, as follows:

Table 3.5-24: Construction and Operational GHG Emissions with Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Amortized Construction				
Ocean Disposal				177
Upland Disposal				221
Year 2018				
Ships - Transit and Anchoring	51,596	1	3	52,335
Ships - Hoteling	8,417	<1	1	8,552
AMP Electricity Use	2,335	<1	<1	2,340
Tugboats	751	<1	<1	761

Table 3.5-24: Construction and Operational GHG Emissions with Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Trucks	51,656	<1	2	52,135
Line Haul Locomotives	27,833 <u>20,141</u>	2	1	28,090 <u>20,327</u>
Switch Locomotives	261	<1	<1	263
Cargo Handling Equipment	14,798	<1	<1	14,893
On-terminal Electricity Use	2,082	<1	<1	2,091
Worker Vehicles	3,412	<1	1	3,565
Total Operational Year 2018	163,140 <u>155,449</u>	5	7	165,024 <u>157,262</u>
With Ocean Disposal				
Total Construction and Operations Year 2018				165,201 <u>157,439</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				-40,876 <u>-10,029</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989 <u>162,956</u>
Alternative 5 Minus NEPA Baseline				-7,789 <u>-5,517</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2018				165,244 <u>157,483</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				-40,832 <u>-9,985</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				172,989

Table 3.5-24: Construction and Operational GHG Emissions with Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
				<u>162,956</u>
Alternative 5 Minus NEPA Baseline				-7,745 <u>-5,473</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2019				
Ships - Transit and Anchoring	53,398	1	3	54,163
Ships - Hoteling	9,408	<1	1	9,556
AMP Electricity Use	2,682	<1	<1	2,687
Tugboats	793	<1	<1	802
Trucks	56,690	<1	2	57,215
Line Haul Locomotives	30,846 <u>20,261</u>	3 <u>2</u>	1	31,134 <u>20,449</u>
Switch Locomotives	279	<1	<1	282
Cargo Handling Equipment	18,475	1	<1	18,601
On-terminal Electricity Use	3,311	<1	<1	3,318
Worker Vehicles	3,198	<1	1	3,351
Total Operational Year 2019	179,079 <u>168,495</u>	5 <u>4</u>	7	181,107 <u>170,424</u>
With Ocean Disposal				
Total Construction and Operations Year 2019				181,284 <u>170,601</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				5,208 <u>3,133</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				177,435 <u>166,825</u>
Proposed Project Minus NEPA Baseline				3,849 <u>3,776</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
With Upland Disposal				
Total Construction and Operations Year 2019				181,328

Table 3.5-24: Construction and Operational GHG Emissions with Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
				<u>170,645</u>
CEQA Impacts				
CEQA Baseline Emissions				<u>176,076</u> <u>167,468</u>
Alternative 5 Minus CEQA Baseline				<u>5,251</u> <u>3,177</u>
Significance Threshold				10,000
Significant?				No
NEPA Impacts				
NEPA Baseline Emissions				<u>177,435</u> <u>166,825</u>
Alternative 5 Minus NEPA Baseline				<u>3,892</u> <u>3,820</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				No
Year 2026				
Ships - Transit and Anchoring	55,974	1	3	56,777
Ships - Hoteling	12,292	<1	1	12,487
AMP Electricity Use	6,291	<1	<1	6,304
Tugboats	793	<1	<1	802
Trucks	64,509	<1	2	65,094
Line Haul Locomotives	52,835 <u>27,759</u>	4	1	53,324 <u>28,015</u>
Switch Locomotives	410	<1	<1	413
Cargo Handling Equipment	26,244	1	1	26,424
On-terminal Electricity Use	4,248	<1	<1	4,257
Worker Vehicles	3,176	<1	1	3,365
Total Operational Year 2026	226,772 <u>201,696</u>	7 7	9	229,247 <u>203,938</u>
With Ocean Disposal				
Total Construction and Operations Year 2026				<u>229,424</u> <u>204,115</u>
CEQA Impacts				
CEQA Baseline Emissions				<u>176,076</u> <u>167,468</u>
Alternative 5 Minus CEQA Baseline				<u>53,348</u> <u>36,647</u>
Significance Threshold				10,000

Table 3.5-24: Construction and Operational GHG Emissions with Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 5 Minus NEPA Baseline				52,905 <u>39,126</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2026				229,468 <u>204,159</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				53,394 <u>36,691</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				176,519 <u>164,989</u>
Alternative 5 Minus NEPA Baseline				52,948 <u>39,170</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2033				
Ships - Transit and Anchoring	74,454	2	4	75,522
Ships - Hoteling	15,316	<1	1	15,561
AMP Electricity Use	7,344	<1	<1	7,359
Tugboats	1,057	<1	<1	1,070
Trucks	66,412	<1	2	67,012
Line Haul Locomotives	248,116 <u>62,265</u>	20 <u>5</u>	7 <u>2</u>	250,408 <u>62,840</u>
Switch Locomotives	924	<1	<1	932
Cargo Handling Equipment	33,878	1	1	34,111
On-terminal Electricity Use	5,168	<1	<1	5,179
Worker Vehicles	3,340	<1	1	3,564
Total Operational Year 2033	456,009	24	15	460,716

Table 3.5-24: Construction and Operational GHG Emissions with Mitigation – Alternative 5 (mtt)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<u>270,158</u>	<u>9</u>	<u>10</u>	<u>273,150</u>
With Ocean Disposal				
Total Construction and Operations Year 2033				460,896 <u>273,327</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				284,820 <u>105,859</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 5 Minus NEPA Baseline				140,650 <u>54,848</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2033				460,940 <u>273,371</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				284,863 <u>105,903</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				320,246 <u>218,479</u>
Alternative 5 Minus NEPA Baseline				140,694 <u>54,892</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
Year 2038				
Ships - Transit and Anchoring	69,260	2	4	70,327
Ships - Hoteling	15,056	<1	1	15,301

Table 3.5-24: Construction and Operational GHG Emissions with Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
AMP Electricity Use	7,344	<1	<1	7,359
Tugboats	1,057	<1	<1	1,070
Trucks	65,443	<1	2	66,036
Line Haul Locomotives	248,116 <u>62,265</u>	20 <u>5</u>	7 <u>2</u>	250,408 <u>62,840</u>
Switch Locomotives	924	<1	<1	932
Cargo Handling Equipment	33,878	1	1	34,111
On-terminal Electricity Use	5,168	<1	<1	5,179
Worker Vehicles	3,170	<1	1	3,394
Total Operational Year 2038	449,416 <u>263,565</u>	24 <u>9</u>	15 <u>10</u>	454,119 <u>266,549</u>
With Ocean Disposal				
Total Construction and Operations Year 2038				454,296 <u>266,726</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				278,219 <u>99,258</u>
Significance Threshold				10,000
Significant?				Yes
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 5 Minus NEPA Baseline				134,901 <u>49,099</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes
With Upland Disposal				
Total Construction and Operations Year 2038				454,339 <u>266,770</u>
CEQA Impacts				
CEQA Baseline Emissions				176,076 <u>167,468</u>
Alternative 5 Minus CEQA Baseline				278,263 <u>99,302</u>
Significance Threshold				10,000
Significant?				Yes

Table 3.5-24: Construction and Operational GHG Emissions with Mitigation – Alternative 5 (mty)

Source Category	CO ₂	CH ₄	N ₂ O	CO ₂ e
NEPA Impacts				
NEPA Baseline Emissions				319,394 <u>217,627</u>
Alternative 5 Minus NEPA Baseline				134,945 <u>49,143</u>
CEQ Reference Level				25,000
Exceeds CEQ Reference Level?				Yes

Notes:

Emissions might not add precisely because of rounding. For more explanation, refer to the discussion in Section 3.2.4.1. The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Construction emissions are amortized over the life of the proposed Project (30 years) and added to each year of operational emissions.

On-terminal electricity use includes crane operation and high mast poles.

1
2
3
4

Section 3.5.5.6, Page 3.5-110

Revise lease measure LM GHG-1, as follows:

Mitigation Measure	<p>LM GHG-1: GHG Credit Fund.</p> <p>Proposed Project GHG emissions are 278,708<u>99,812</u> metric tons of CO₂e <u>above the CEQA Baseline</u> in the peak year of operations in 2038. They exceed the 10,000 metric ton CO₂e significance threshold by 268,708<u>99,856</u> 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 <u>the equivalent of 1 percent of the minimum annual guarantee (MAG) at the time that project construction will commence.</u> This amount will be approximately \$300,000<u>\$250,000</u>, payable upon substantial completion of Project construction. <u>This amount is appropriate because it takes into account the tenant's actual container throughput and assesses a fee in correlation with the facility's GHG.</u> \$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, <u>the</u> Tenant shall instead purchase credits from an approved GHG offset registry in the amount of approximately \$300,000<u>\$250,000</u>.</p>
--------------------	--

5

1 **3.2.5 Changes Made to Section 3.6, Ground**
2 **Transportation**

3 **Section 3.6.4.5, Page 3.6-77, Table 3.6-32**

4 Revise Table 3.6-32, as follows:

Table 3.6-32: CEQA Baseline Compared to 2038 With Proposed Project - Freeway Analysis—A.M. Peak

Freeway	Location	Cap.	Northbound / Eastbound												Southbound / Westbound											
			CEQA Baseline					2038 With Proposed Project					Change in D/C	Sign. Impt?	CEQA Baseline					2038 With Proposed Project					Change in D/C	Sign. Impt?
			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS		
#1 SR-47	Vincent Thomas Bridge ⁴²	4,700	1,876	18.0	B	-		1,918	18.4	C	-		-	No	2,235	21.4	C	-		2,263	21.7	C	-		-	No
#2 SR-47/SR-103	Commodore Schuyler Heim Bridge ⁴²	6,750	1,119	7.1	A	-		1,145	7.3	A	-		-	No	922	5.9	A	-		970	6.2	A	-		-	No
#3 I-110	South of C Street (CMP monitoring station—south of C Street)	9,400	3,771	15.3	B	-		3,792	15.4	B	-		-	No	5,096	20.6	C	-		5,113	20.7	C	-		-	No
#4 I-110	North of 223 rd Street ⁴²	9,400	6,352	26.1	D	-		6,365	26.2	D	-		-	No	8,422	28.1	D	-		8,435	28.2	D	-		-	No
#5 I-110	North of I-405 ⁴²	11,750	10,565	40.2	E	0.90	D	10,574	40.2	E	0.90	D	0.00	No	9,265	32.1	D	-		9,272	32.2	D	-		-	No
#6 I-710	North of PCH (CMP monitoring station—north of the junction of SR-1 [PCH], Willow Street)	6,750	6,442	45.4	F	0.95	E	6,487	46.1	F	0.96	E	0.01	No	6,545	47.0	F	0.97	E	6,591	47.7	F	0.98	E	0.01	No
#7 I-710	North of I-405 (CMP monitoring station—north of the junction I-405, south of Del Amo)	9,000	7,998	39.9	E	0.89	D	8,040	40.3	E	0.89	D	0.00	No	7,617	37.1	E	0.85	D	7,664	37.5	E	0.85	D	0.01	No
#8 I-710	North of Alondra Boulevard ⁴²	11,750	8,025	26.5	D	-		8,062	26.6	D	-		-	No	7,631	24.9	C	-		7,675	25.1	C	-		-	No
#9 I-710	North of I-105 and north of Firestone Boulevard (CMP monitoring station)	9,400	7,932	35.8	E	0.84	D	7,960	36.0	E	0.85	D	0.01	No	7,376	31.9	D	-		7,411	32.1	D	-		-	No
#10 I-710	North of Florence Avenue ⁴²	9,400	8,535	41.0	E	0.91	D	8,562	41.2	E	0.91	D	0.00	No	7,518	32.8	D	-		7,552	33.1	D	-		-	No
#11 I-405	Between I-110 and I-710 (CMP monitoring station—Santa Fe Avenue)	11,750	6,587	21.3	C	-		6,587	21.3	C	-		-	No	9,895	35.7	E	0.84	D	9,895	35.7	E	0.84	D	0.00	No
#12 SR-91	West of I-710 (CMP monitoring station—east of Alameda Street/Santa Fe Avenue interchange)	14,100	6,619	17.9	B	-		6,619	17.9	B	-		-	No	8,384	22.7	C	-		8,385	22.7	C	-		-	No

Notes: Freeway operation conditions based on the methodology in the 2010 HCM where level of service is based on density (passenger car per mile per lane).

¹Per Caltrans traffic impact study guidelines, Caltrans targets maintaining LOS between C and D; for segments where 2010 HCM LOS is E or F, D/C was used to determine impact significance per CMP guidelines.

⁴²Non-CMP location

1
2

Section 3.6.4.5, Page 3.6-78, Table 3.6-33

Revise Table 3.6-33, as follows:

Table 3.6-33: CEQA Baseline Compared to 2038 With Proposed Project - Freeway Analysis—P.M. Peak

Freeway	Location	Cap.	Northbound / Eastbound												Southbound / Westbound											
			CEQA Baseline					2038 With Proposed Project					Change in D/C	Sign. Impt?	CEQA Baseline					2026 With Proposed Project					Change in D/C	Sign. Impt?
			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS		
#1 SR-47	Vincent Thomas Bridge ⁴²	4,700	2,764	26.4	D	-		2,828	27.1	D	-		-	No	2,759	26.4	D	-		2,787	26.7	D	-		-	No
#2 SR-47/SR-103	Commodore Schuyler Heim Bridge ⁴²	6,750	1,173	7.5	A	-		1,229	7.8	A	-		-	No	997	6.4	A	-		1,041	6.6	A	-		-	No
#3 I-110	South of C Street (CMP monitoring station—south of C Street)	9,400	4,678	18.9	C	-		4,719	19.1	C	-		-	No	3,302	13.4	B	-		3,318	13.4	B	-		-	No
#4 I-110	North of 223 rd Street ⁴²	9,400	7,686	34.0	D	-		7,709	34.2	D	-		-	No	5,699	18.5	C	-		5,712	18.5	C	-		-	No
#5 I-110	North of I-405 ⁴²	11,750	10,440	39.3	E	0.89	D	10,453	39.4	E	0.89	D	0.00	No	9,002	30.8	D	-		9,010	30.8	D	-		-	No
#6 I-710	North of PCH (CMP monitoring station—north of the junction of SR-1 [PCH], Willow Street)	6,750	5,819	38.1	E	0.86	D	5,893	38.8	E	0.87	D	0.01	No	5,659	36.7	E	0.84	D	5,719	37.2	E	0.85	D	0.01	No
#7 I-710	North of I-405 (CMP monitoring station—north of the junction of I-405, south of Del Amo)	9,000	6,785	32.5	D	-		6,857	32.8	D	-		-	No	7,526	36.5	E	0.84	D	7,585	36.9	E	0.84	D	0.00	No
#8 I-710	North of Alondra Boulevard ⁴²	11,750	6,491	21.0	C	-		6,555	21.2	C	-		-	No	7,868	25.9	C	-		7,927	26.1	D	-		-	No
#9 I-710	North of I-105 and north of Firestone Boulevard (CMP monitoring station)	9,400	6,466	26.7	D	-		6,514	27.0	D	-		-	No	7,838	35.1	E	0.83	D	7,879	35.4	E	0.84	D	0.01	No
#10 I-710	North of Florence Avenue ⁴²	9,400	5,550	22.5	C	-		5,595	22.7	C	-		-	No	7,824	35.0	D	0.83	D	7,862	35.3	E	0.84	D	0.01	No
#11 I-405	Between I-110 and I-710 (CMP monitoring station—Santa Fe Avenue)	11,750	10,127	37.1	E	0.86	D	10,127	37.1	E	0.86	D	0.00	No	8,669	29.2	D	-		8,669	29.2	D	-		-	No
#12 SR-91	West of I-710 (CMP monitoring station—east of Alameda Street/Santa Fe Avenue interchange)	14,100	7,780	21.0	C	-		7,780	21.0	C	-		-	No	6,032	22.1	B	-		6,032	16.3	B	-		-	No

Notes: Freeway operation conditions based on the methodology in the 2010 HCM where level of service is based on density (passenger car per mile per lane).

¹Per Caltrans traffic impact study guidelines, Caltrans targets maintaining LOS between C and D; for segments where 2010 HCM LOS is E or F, D/C was used to determine impact significance per CMP guidelines.

⁴²Non-CMP location

1
2

Section 3.6.4.5, Page 3.6-79, Table 3.6-34

Revise Table 3.6-34, as follows:

Table 3.6-34: 2019 NEPA Baseline Compared to 2019 With Proposed Project - Freeway Analysis—A.M. Peak

Freeway	Location	Cap.	Northbound / Eastbound											Southbound / Westbound														
			2019 NEPA Baseline					2019 With Proposed Project						Change in D/C	Sign. Impt?	2019 NEPA Baseline					2019 With Proposed Project						Change in D/C	Sign. Impt?
			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS	Vol			Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS				
#1 SR-47	Vincent Thomas Bridge ⁴²	4,700	3,508	33.6	D	-		3,508	33.6	D	-		-	No	3,199	30.6	D	-		3,199	30.6	D	-		-	No		
#2 SR-47/SR-103	Commodore Schuyler Heim Bridge ⁴²	6,750	642	4.1	A	-		642	4.1	A	-		-	No	1,422	9.1	A	-		1,422	9.1	A	-		-	No		
#3 I-110	South of C Street (CMP monitoring station—south of C Street)	9,400	5,565	22.6	C	-		5,565	22.6	C	-		-	No	4,879	19.8	C	-		4,879	19.8	C	-		-	No		
#4 I-110	North of 223 rd Street ⁴²	9,400	8,975	45.5	F	0.95	E	8,975	45.5	F	0.95	E	0.00	No	7,372	24.0	C	-		7,372	24.0	C	-		-	No		
#5 I-110	North of I-405 ⁴²	11,750	10,531	39.9	E	0.90	D	10,531	39.9	E	0.90	D	0.00	No	11,295	46.2	F	0.96	E	11,295	46.2	F	0.96	E	0.00	No		
#6 I-710	North of PCH (CMP monitoring station—north of the junction of SR-1 [PCH], Willow Street)	6,750	5,555	35.8	E	0.82	D	5,555	35.8	E	0.82	D	0.00	No	7,020	55.8	F	1.04	F(0)	7,020	55.8	F	1.04	F(0)	0.00	No		
#7 I-710	North of I-405 (CMP monitoring station—north of the junction of I-405, south of Del Amo)	9,000	8,045	40.3	E	0.89	D	8,045	40.3	E	0.89	D	0.00	No	8,161	41.3	E	0.91	D	8,161	41.3	E	0.91	D	0.00	No		
#8 I-710	North of Alondra Boulevard ⁴²	11,750	8,181	27.1	D	-		8,181	27.1	D	-		-	No	9,080	31.2	D	-		9,080	31.2	D	-		-	No		
#9 I-710	North of I-105 and north of Firestone Boulevard (CMP monitoring station)	9,400	7,639	33.7	D	-		7,639	33.7	D	-		-	No	8,614	41.7	E	0.92	D	8,614	41.7	E	0.92	D	0.00	No		
#10 I-710	North of Florence Avenue ⁴²	9,400	7,940	35.9	E	0.84	D	7,940	35.9	E	0.84	D	0.00	No	9,771	56.5	F	1.04	F(0)	9,771	56.5	F	1.04	F(0)	0.00	No		
#11 I-405	Between I-110 and I-710 (CMP monitoring station—Santa Fe Avenue)	11,750	12,113	55.1	F	1.03	F(0)	12,113	55.1	F	1.03	F(0)	0.00	No	8,624	29.0	D	-		8,624	29.0	D	-		-	No		
#12 SR-91	West of I-710 (CMP monitoring station—east of Alameda Street/Santa Fe Avenue interchange)	14,100	9,884	27.3	D	-		9,884	27.3	D	-		-	No	8,460	22.9	C	-		8,460	22.9	C	-		-	No		

Notes: Freeway operation conditions based on the methodology in the 2010 HCM where level of service is based on density (passenger car per mile per lane).

¹Per Caltrans traffic impact study guidelines, Caltrans targets maintaining LOS between C and D; for segments where 2010 HCM LOS is E or F, D/C was used to determine impact significance per CMP guidelines.

⁴²Non-CMP location

1
2

1
2

Section 3.6.4.5, Page 3.6-80, Table 3.6-35

Revise Table 3.6-35, as follows:

Table 3.6-35: 2019 NEPA Baseline Compared to 2019 With Proposed Project - Freeway Analysis—P.M. Peak

Freeway	Location	Cap.	Northbound / Eastbound											Southbound / Westbound												
			2019 NEPA Baseline					2019 With Proposed Project					Change in D/C	Sign. Impt?	2019 NEPA Baseline					2019 With Proposed Project					Change in D/C	Sign. Impt?
			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS		
#1 SR-47	Vincent Thomas Bridge ⁴²	4,700 ^{4,207} ₀₇	4,207	43.6	E	0.90	D	4,207	43.6	E	0.90	D	0.00	No	3,687	35.6	E	0.78	D	3,687	35.6	E	0.78	D	0.00	No
#2 SR-47/SR-103	Commodore Schuyler Heim Bridge ⁴²	6,750 ^{1,466} ₆₆	1,466	9.4	A	-		1,466	9.4	A	-		-	No	1,704	10.9	A	-		1,704	10.9	A	-		-	No
#3 I-110	South of C Street (CMP monitoring station—south of C Street)	9,400 ^{4,629} ₂₉	4,629	18.7	C	-		4,629	18.7	C	-		-	No	5,500	22.3	C	-		5,500	22.3	C	-		-	No
#4 I-110	North of 223 rd Street ⁴²	9,400 ^{6,802} ₀₂	6,802	28.5	D	-		6,802	28.5	D	-		-	No	8,315	27.7	D	-		8,315	27.7	D	-		-	No
#5 I-110	North of I-405 ⁴²	11,750 ^{10,188} ₁₈₈	10,188	37.5	E	0.87	D	10,188	37.5	E	0.87	D	0.00	No	11,048	44.0	E	0.94	E	11,048	44.0	E	0.94	E	0.00	No
#6 I-710	North of PCH (CMP monitoring station—north of the junction of SR-1 [PCH], Willow Street)	6,750 ^{5,441} ₄₄	5,441	34.9	D	-		5,441	34.9	D	-		-	No	6,136	41.5	E	0.91	D	6,136	41.5	E	0.91	D	0.00	No
#7 I-710	North of I-405 (CMP monitoring station—north of the junction of I-405, south of Del Amo)	9,000 ^{8,102} ₀₂	8,102	40.8	E	0.90	D	8,102	40.8	E	0.90	D	0.00	No	6,782	32.4	D	-		6,782	32.4	D	-		-	No
#8 I-710	North of Alondra Boulevard ⁴²	11,750 ^{8,656} ₆₅₆	8,656	29.2	D	-		8,656	29.2	D	-		-	No	7,172	23.3	C	-		7,172	23.3	C	-		-	No
#9 I-710	North of I-105 and north of Firestone Boulevard (CMP monitoring station)	9,400 ^{8,567} ₆₇	8,567	41.3	E	0.91	D	8,567	41.3	E	0.91	D	0.00	No	6,870	28.9	D	-		6,870	28.9	D	-		-	No
#10 I-710	North of Florence Avenue ⁴²	9,400 ^{8,710} ₄₀	8,710	42.7	E	0.93	D	8,710	42.7	E	0.93	D	0.00	No	6,498	26.9	D	-		6,498	26.9	D	-		-	No
#11 I-405	Between I-110 and I-710 (CMP monitoring station—Santa Fe Avenue)	11,750 ^{10,400} ₄₀₀	10,400	39.0	E	0.89	D	10,400	39.0	E	0.89	D	0.00	No	11,955	53.2	F	1.02	F(0)	11,955	53.2	F	1.02	F(0)	0.00	No
#12 SR-91	West of I-710 (CMP monitoring station—east of Alameda Street/Santa Fe Avenue interchange)	14,100 ^{7,720} ₇₂₀	7,720	20.8	C	-		7,720	20.8	C	-		-	No	9,247	22.3	C	-		9,247	13.4	C	-		-	No

Notes: Freeway operation conditions based on the methodology in the 2010 HCM where level of service is based on density (passenger car per mile per lane).

¹Per Caltrans traffic impact study guidelines, Caltrans targets maintaining LOS between C and D; for segments where 2010 HCM LOS is E or F, D/C was used to determine impact significance per CMP guidelines.

⁴²Non-CMP location

1
2

Section 3.6.4.5, Page 3.6-81, Table 3.6-36

Revise Table 3.6-36, as follows:

Table 3.6-36: 2026 NEPA Baseline Compared to 2026 With Proposed Project - Freeway Analysis—A.M. Peak

Freeway	Location	Cap.	Northbound / Eastbound											Southbound / Westbound												
			2026 NEPA Baseline					2026 With Proposed Project					Change in D/C	Sign. Impt?	2026 NEPA Baseline					2026 With Proposed Project					Change in D/C	Sign. Impt?
			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS		
#1 SR-47	Vincent Thomas Bridge ⁴²	4,7004,108	4,108	41.8	E	0.87	D	4,137	42.3	E	0.88	D	0.01	No	3,307	31.6	D	-		3,325	31.8	D	-		-	No
#2 SR-47/SR-103	Commodore Schuyler Heim Bridge ⁴²	6,7504,788	1,788	11.4	B	-		1,804	11.5	B	-		-	No	2,599	16.6	B	-		2,631	16.8	B	-		-	No
#3 I-110	South of C Street (CMP monitoring station—south of C Street)	9,4006,746	6,746	28.2	D	-		6,759	28.2	D	-		-	No	5,653	22.9	C	-		5,664	23.0	C	-		-	No
#4 I-110	North of 223 rd Street ⁴²	9,4009,688	9,688	55.1	F	1.03	F(0)	9,696	55.2	F	1.03	F(0)	0.00	No	8,023	26.5	D	-		8,031	26.5	D	-		-	No
#5 I-110	North of I-405 ⁴²	11,75040,651	10,651	40.8	E	0.91	D	10,656	40.9	E	0.91	D	0.00	No	11,678	50.1	F	0.99	E	11,682	50.1	F	0.99	E	0.00	No
#6 I-710	North of PCH (CMP monitoring station—north of the junction of SR-1 [PCH], Willow Street)	6,7507,507	7,507	69.6	F	1.11	F(0)	7,533	70.6	F	1.12	F(0)	0.00	No	8,259	114.8	F	1.22	F(0)	8,286	117.6	F	1.23	F(0)	0.01	No
#7 I-710	North of I-405 (CMP monitoring station—north of the junction of I-405, south of Del Amo)	9,0009,396	9,396	56.4	F	1.04	F(0)	9,421	56.8	F	1.05	F(0)	0.00	No	9,201	53.3	F	1.02	F(0)	9,229	53.7	F	1.03	F(0)	0.00	No
#8 I-710	North of Alondra Boulevard ⁴²	11,7508,932	8,932	30.5	D	-		8,954	30.6	D	-		-	No	9,586	33.9	D	-		9,612	34.0	D	-		-	No
#9 I-710	North of I-105 and north of Firestone Boulevard (CMP monitoring station)	9,4008,066	8,066	36.9	E	0.86	D	8,082	37.0	E	0.86	D	0.00	No	8,990	45.7	F	0.96	E	9,011	45.9	F	0.96	E	0.00	No
#10 I-710	North of Florence Avenue ⁴²	9,4008,146	8,146	37.5	E	0.87	D	8,162	37.6	E	0.87	D	0.00	No	9,796	56.9	F	1.04	F(0)	9,815	57.2	F	1.04	F(0)	0.00	No
#11 I-405	Between I-110 and I-710 (CMP monitoring station—Santa Fe Avenue)	11,75041,802	11,802	51.4	F	1.00	F(0)	11,802	51.4	F	1.00	F(0)	0.00	No	8,221	27.3	D	-		8,221	27.3	D	-		-	No
#12 SR-91	West of I-710 (CMP monitoring station—east of Alameda Street/Santa Fe Avenue interchange)	14,1009,515	9,515	26.1	D	-		9,515	26.1	D	-		-	No	8,043	21.7	C	-		8,043	21.7	C	-		-	No

Notes: Freeway operation conditions based on the methodology in the 2010 HCM where level of service is based on density (passenger car per mile per lane).

¹Per Caltrans traffic impact study guidelines, Caltrans targets maintaining LOS between C and D; for segments where 2010 HCM LOS is E or F, D/C was used to determine impact significance per CMP guidelines.

⁴²Non-CMP location

1
2

Section 3.6.4.5, Page 3.6-82, Table 3.6-37

Revise Table 3.6-37, as follows:

Table 3.6-37: 2026 NEPA Baseline Compared to 2026 With Proposed Project - Freeway Analysis—P.M. Peak

Freeway	Location	Cap.	Northbound / Eastbound											Southbound / Westbound														
			2026 NEPA Baseline					2026 With Proposed Project						Change in D/C	Sign. Impt?	2026 NEPA Baseline					2026 With Proposed Project						Change in D/C	Sign. Impt?
			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS	Vol			Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS				
#1 SR-47	Vincent Thomas Bridge ⁴²	4,700	4,163	42.8	E	0.89	D	4,207	43.6	E	0.90	D	0.01	No	3,222	30.8	D	-		3,240	31.0	D	-		-	No		
#2 SR-47/SR-103	Commodore Schuyler Heim Bridge ⁴²	6,750	1,706	10.9	A	-		1,743	11.1	B	-		-	No	1,605	10.2	A	-		1,633	10.4	A	-		-	No		
#3 I-110	South of C Street (CMP monitoring station—south of C Street)	9,400	4,631	18.7	C	-		4,658	18.9	C	-		-	No	5,235	21.2	C	-		5,245	21.2	C	-		-	No		
#4 I-110	North of 223 rd Street ⁴²	9,400	6,698	27.9	D	-		6,713	28.0	D	-		-	No	7,988	26.3	D	-		7,996	26.4	D	-		-	No		
#5 I-110	North of I-405 ⁴²	11,750	9,867	35.5	E	0.84	D	9,875	35.6	E	0.84	D	0.00	No	10,761	41.7	E	0.92	D	10,766	41.7	E	0.92	D	0.00	No		
#6 I-710	North of PCH (CMP monitoring station—north of the junction of SR-1 [PCH], Willow Street)	6,750	5,434	34.8	D	0.81	D	5,479	35.2	E	0.81	D	0.00	No	5,839	38.3	E	0.87	D	5,874	38.7	E	0.87	D	0.01	No		
#7 I-710	North of I-405 (CMP monitoring station—north of the junction of I-405, south of Del Amo)	9,000	7,826	38.6	E	0.87	D	7,869	38.9	E	0.87	D	0.00	No	6,457	30.9	D	-		6,492	31.1	D	-		-	No		
#8 I-710	North of Alondra Boulevard ⁴²	11,750	7,986	26.3	D	-		8,024	26.5	D	-		-	No	6,356	20.6	C	-		6,391	20.7	C	-		-	No		
#9 I-710	North of I-105 and north of Firestone Boulevard (CMP monitoring station)	9,400	8,156	37.6	E	0.87	D	8,184	37.8	E	0.87	D	0.00	No	6,503	26.9	D	-		6,527	27.0	D	-		-	No		
#10 I-710	North of Florence Avenue ⁴²	9,400	8,198	37.9	E	0.87	D	8,225	38.2	E	0.87	D	0.00	No	5,997	24.4	C	-		6,019	24.6	C	-		-	No		
#11 I-405	Between I-110 and I-710 (CMP monitoring station—Santa Fe Avenue)	11,750	9,712	34.6	D	-		9,712	34.6	D	-		-	No	10,984	43.5	E	0.93	E	10,984	43.5	E	0.93	E	0.00	No		
#12 SR-91	West of I-710 (CMP monitoring station—east of Alameda Street/Santa Fe Avenue interchange)	14,100	6,920	18.7	C	-		6,920	18.7	C	-		-	No	8,447	21.2	C	-		8,447	13.4	C	-		-	No		

Notes: Freeway operation conditions based on the methodology in the 2010 HCM where level of service is based on density (passenger car per mile per lane).

¹Per Caltrans traffic impact study guidelines, Caltrans targets maintaining LOS between C and D; for segments where 2010 HCM LOS is E or F, D/C was used to determine impact significance per CMP guidelines.

⁴²Non-CMP location

1
2

Section 3.6.4.5, Page 3.6-83, Table 3.6-38

Revise Table 3.6-38, as follows:

Table 3.6-38: 2038 NEPA Baseline Compared to 2038 With Proposed Project - Freeway Analysis—A.M. Peak

Freeway	Location	Cap.	Northbound / Eastbound											Southbound / Westbound														
			2038 NEPA Baseline					2038 With Proposed Project						Change in D/C	Sign. Impt?	2038 NEPA Baseline					2038 With Proposed Project						Change in D/C	Sign. Impt?
			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS	Vol			Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS				
#1 SR-47	Vincent Thomas Bridge ⁴²	4,700	4,365	47.0	F	0.93	D	4,407	48.0	F	0.94	E	0.01	No	3,602	34.6	D	-		3,630	34.9	D	-		-	No		
#2 SR-47/SR-103	Commodore Schuyler Heim Bridge ⁴²	6,750	2,180	13.9	B	-		2,205	14.1	B	-		-	No	2,964	18.9	C	-		3,012	19.2	C	-		-	No		
#3 I-110	South of C Street (CMP monitoring station—south of C Street)	9,400	7,336	31.6	D	-		7,357	31.8	D	-		-	No	6,302	25.9	C	-		6,319	26.0	C	-		-	No		
#4 I-110	North of 223 rd Street ⁴²	9,400	9,889	58.5	F	1.05	F(0)	9,902	58.7	F	1.05	F(0)	0.00	No	8,407	28.1	D	-		8,420	28.1	D	-		-	No		
#5 I-110	North of I-405 ⁴²	11,750	10,533	39.9	E	0.90	D	10,542	40.0	E	0.90	D	0.00	No	11,957	53.2	F	1.02	F(0)	11,964	53.3	F	1.02	F(0)	0.00	No		
#6 I-710	North of PCH (CMP monitoring station—north of the junction of SR-1 [PCH], Willow Street)	6,750	7,865	85.5	F	1.17	F(0)	7,910	88.1	F	1.17	F(0)	0.00	No	8,784	213.8	F	1.30	F(10)	8,830	231.5	F	1.31	F(10)	0.01	No		
#7 I-710	North of I-405 (CMP monitoring station—north of the junction of I-405, south of Del Amo)	9,000	10,029	70.2	F	1.11	F(0)	10,071	71.3	F	1.12	F(0)	0.01	No	9,583	59.9	F	1.06	F(0)	9,630	60.8	F	1.07	F(0)	0.01	No		
#8 I-710	North of Alondra Boulevard ⁴²	11,750	9,556	33.7	D	-		9,594	33.9	D	-		-	No	10,226	37.8	E	0.87	D	10,270	38.1	E	0.87	D	0.00	No		
#9 I-710	North of I-105 and north of Firestone Boulevard (CMP monitoring station)	9,400	8,567	41.3	E	0.91	D	8,595	41.5	E	0.91	D	0.00	No	9,532	52.7	F	1.01	F(0)	9,567	53.2	F	1.02	F(0)	0.01	No		
#10 I-710	North of Florence Avenue ⁴²	9,400	8,545	41.0	E	0.91	D	8,572	41.3	E	0.91	D	0.00	No	10,645	75.4	F	1.13	F(0)	10,678	76.3	F	1.14	F(0)	0.01	No		
#11 I-405	Between I-110 and I-710 (CMP monitoring station—Santa Fe Avenue)	11,750	10,741	41.5	E	0.91	D	10,741	41.5	E	0.91	D	0.00	No	8,205	27.2	D	-		8,205	27.2	D	-		-	No		
#12 SR-91	West of I-710 (CMP monitoring station—east of Alameda Street/Santa Fe Avenue interchange)	14,100	8,650	23.4	C	-		8,650	23.4	C	-		-	No	7,511	20.3	C	-		7,511	20.3	C	-		-	No		

Notes: Freeway operation conditions based on the methodology in the 2010 HCM where level of service is based on density (passenger car per mile per lane).

¹Per Caltrans traffic impact study guidelines, Caltrans targets maintaining LOS between C and D; for segments where 2010 HCM LOS is E or F, D/C was used to determine impact significance per CMP guidelines.

⁴²Non-CMP location

1
2

Section 3.6.4.5, Page 3.6-84, Table 3.6-39

Revise Table 3.6-39, as follows:

Table 3.6-39: 2038 NEPA Baseline Compared to 2038 With Proposed Project - Freeway Analysis—P.M. Peak

Freeway	Location	Cap.	Northbound / Eastbound												Southbound / Westbound											
			2038 NEPA Baseline					2038 With Proposed Project					Change in D/C	Sign. Impt?	2038 NEPA Baseline					2038 With Proposed Project					Change in D/C	Sign. Impt?
			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS			Vol	Density	LOS	D/C ¹	LOS	Vol	Density	LOS	D/C ¹	LOS		
#1 SR-47	Vincent Thomas Bridge ⁴²	4,700	4,585	52.8	F	0.98	E	4,649	54.8	F	0.99	E	0.01	No	3,277	31.4	D	-		3,305	31.6	D	-		-	No
#2 SR-47/SR-103	Commodore Schuyler Heim Bridge ⁴²	6,750	2,079	13.3	B	-		2,135	13.6	B	-		-	No	1,870	11.9	B	-		1,914	12.2	B	-		-	No
#3 I-110	South of C Street (CMP monitoring station—south of C Street)	9,400	5,232	21.2	C	-		5,273	21.3	C	-		-	No	5,460	22.1	C	-		5,476	22.2	C	-		-	No
#4 I-110	North of 223 rd Street ⁴²	9,400	6,809	28.5	D	-		6,833	28.7	D	-		-	No	8,089	26.7	D	-		8,102	26.8	D	-		-	No
#5 I-110	North of I-405 ⁴²	11,750	9,976	36.2	E	0.85	D	9,989	36.3	E	0.85	D	0.00	No	10,814	42.1	E	0.92	D	10,822	42.1	E	0.92	D	0.00	No
#6 I-710	North of PCH (CMP monitoring station—north of the junction of SR-1 [PCH], Willow Street)	6,750	5,476	35.2	E	0.81	D	5,550	35.8	E	0.82	D	0.01	No	6,020	40.2	E	0.89	D	6,080	40.8	E	0.90	D	0.01	No
#7 I-710	North of I-405 (CMP monitoring station—north of the junction of I-405, south of Del Amo)	9,000	8,059	40.4	E	0.90	D	8,131	41.0	E	0.90	D	0.00	No	6,600	31.6	D	-		6,659	31.9	D	-		-	No
#8 I-710	North of Alondra Boulevard ⁴²	11,750	8,550	28.7	D	-		8,614	29.0	D	-		-	No	6,790	22.0	C	-		6,849	22.2	C	-		-	No
#9 I-710	North of I-105 and north of Firestone Boulevard (CMP monitoring station)	9,400	8,462	40.3	E	0.90	D	8,510	40.7	E	0.91	D	0.01	No	6,668	27.8	D	-		6,708	28.0	D	-		-	No
#10 I-710	North of Florence Avenue ⁴²	9,400	8,566	41.2	E	0.91	D	8,612	41.7	E	0.92	D	0.01	No	6,187	25.3	C	-		6,225	25.5	C	-		-	No
#11 I-405	Between I-110 and I-710 (CMP monitoring station—Santa Fe Avenue)	11,750	9,687	34.4	D	-		9,687	34.4	D	-		-	No	11,211	45.5	F	0.95	E	11,211	45.5	F	0.95	E	0.00	No
#12 SR-91	West of I-710 (CMP monitoring station—east of Alameda Street/Santa Fe Avenue interchange)	14,100	6,735	18.2	C	-		6,735	18.2	C	-		-	No	8,082	22.2	C	-		8,082	13.4	C	-		-	No

Notes: Freeway operation conditions based on the methodology in the 2010 HCM where level of service is based on density (passenger car per mile per lane).

¹Per Caltrans traffic impact study guidelines, Caltrans targets maintaining LOS between C and D; for segments where 2010 HCM LOS is E or F, D/C was used to determine impact significance per CMP guidelines.

⁴²Non-CMP location

3.2.6 Changes Made to Section 3.10, Noise

Section 3.10.4.3, Page 3.10-27

Revise mitigation measure MM NOI-2, as follows:

MM NOI-2: Utilize Temporary Noise Attenuation Curtain Adjacent to Pile-Driving Equipment. If under MM NOI-1 the reduced pile driving noise exceeds 103 dBA at 50 feet from the pile driver, 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.

Section 3.10.4.5, Page 3.10-59

Revise mitigation measure MM NOI-2, as follows:

Mitigation Measure	MM NOI-2: Utilize Temporary Noise Attenuation Curtain Adjacent to Pile Driving Equipment. <u>If under MM NOI-1 the reduced pile driving noise exceeds 103 dBA at 50 feet from the pile driver,</u> utilize temporary noise attenuation skirt suitable for pile driving as needed. This noise attenuation device should be installed directly between the equipment and the nearest noise sensitive receptor to the construction site.
--------------------	--

3.2.7 Changes Made to Chapter 4, Cumulative Analysis

Section 4.2.2.5, Page 4-38

Revise paragraph under “Contribution of the Proposed Project (Prior to Mitigation),” as follows:

Proposed Project 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 would also exceed SCAQMD significance thresholds for NO_x in 2019, 2026, 2033, and 2038, and for CO, VOC, and PM_{2.5} in 2033 and 2038 under NEPA. These impacts would combine with impacts from concurrent related projects discussed above, which would already be cumulatively significant. As a result, without mitigation, proposed Project operational emissions would make a cumulatively considerable contribution to a significant cumulative impact for NO_x, CO, and VOC under CEQA, and for NO_x, CO, VOC, and PM_{2.5} under NEPA.

Section 4.2.2.5, Pages 4-38 to 4-39

Revise paragraphs under “Contribution of the Alternatives,” as follows:

Alternative 1 operational emissions would exceed SCAQMD significance thresholds for NO_x in 2019, ~~2033, and 2038~~; and CO and VOC in 2033 and 2038 under CEQA. These impacts would combine with impacts from concurrent related projects, which would be cumulatively significant. As a result, without mitigation, Alternative 1 impacts would make a cumulatively considerable contribution to a significant cumulative impact for

1 NO_x, CO, and VOC under CEQA. Alternative 1 would have the same conditions as the
2 NEPA baseline, therefore there would be no impacts under NEPA.

3 Alternative 2 operational emissions would exceed SCAQMD significance thresholds for
4 NO_x in 2019, ~~2033, and 2038~~; and CO and VOC in 2033 and 2038 under CEQA. These
5 impacts would combine with impacts from concurrent related projects, which would be
6 cumulatively significant. As a result, without mitigation, Alternative 2 impacts would
7 make a cumulatively considerable contribution to a significant cumulative impact for
8 NO_x, CO, and VOC under CEQA. Since NEPA requires the evaluation of a No Federal
9 Action Alternative and not a No Project Alternative, no cumulative impact determination
10 under NEPA is made for Alternative 2.

11 Alternative 3 operational emissions would exceed SCAQMD significance thresholds for
12 NO_x, CO, and VOC in 2033 and 2038 under CEQA. Operational emissions would
13 exceed SCAQMD significance thresholds for NO_x in 2019, 2026, 2033, and 2038; and
14 for CO, VOC, and PM_{2.5} in 2033 and 2038 under NEPA. These impacts would combine
15 with impacts from concurrent related projects, which would be cumulatively significant.
16 As a result, without mitigation, Alternative 3 operational emissions would make a
17 cumulatively considerable contribution to a significant cumulative impact for NO_x, CO,
18 and VOC under CEQA; and for NO_x, CO, VOC, and PM_{2.5} under NEPA.

19 Alternative 4 operational emissions would exceed SCAQMD significance thresholds for
20 NO_x and CO in 2033 and 2038 under CEQA. Operational emissions would exceed
21 SCAQMD significance thresholds for NO_x in 2019, 2026, 2033, and 2038 under NEPA.
22 These impacts would combine with impacts from concurrent related projects, which
23 would be cumulatively significant. As a result, without mitigation, Alternative 4
24 operational emissions would make a cumulatively considerable contribution to a
25 significant cumulative impact for ~~NO_x and~~ CO under CEQA; and for NO_x under NEPA.

26 Alternative 5 operational emissions would exceed SCAQMD significance thresholds for
27 NO_x in 2019, ~~2033, and 2038~~; and for CO, and VOC in 2033 and 2038 under CEQA.
28 Operational emissions would exceed SCAQMD significance thresholds for NO_x in 2019,
29 2026, 2033, and 2038; for CO and PM_{2.5} in 2033 and 2038, and for VOC in 2026, 2033,
30 and 2038 under NEPA. These impacts would combine with impacts from concurrent
31 related projects, which would be cumulatively significant. As a result, without mitigation,
32 Alternative 5 operational emissions would make a cumulatively considerable contribution
33 to a significant cumulative impact for NO_x, CO, and VOC under CEQA; and for NO_x,
34 CO, VOC, and PM_{2.5} under NEPA.

35 **Section 4.2.2.5, Pages 4-39 to 4-40**

36 Revise first three paragraphs under “Mitigation Measures and Residual Cumulative
37 Impacts,” as follows:

38 After mitigation (measures MM AQ-6 and MM AQ-7), proposed Project NO_x emissions
39 in 2019, ~~2033, and 2038~~ would be reduced to a less than significant level; however,
40 operational emissions would continue to exceed SCAQMD significance thresholds for
41 CO, and VOC in 2033 and 2038 under CEQA. Proposed Project operational emissions
42 for NO_x in 2019, VOC in 2026, and PM_{2.5} in 2033 and 2038 would be reduced to a less
43 than significant level; however, operational emissions would continue to exceed
44 SCAQMD significance thresholds for NO_x in 2026, 2033, and 2038; for CO and VOC in

2033 and 2038 under NEPA. These impacts would combine with impacts from concurrent related projects, which would be cumulatively significant. Therefore, after mitigation, the proposed Project would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact for CO and VOC emissions under CEQA; and for NO_x, CO, and VOC under NEPA.

Alternative 1 operational emissions, with mitigation measures MM AQ-6 and MM AQ-7, would continue to exceed the SCAQMD significance thresholds for CO and VOC in 2033 and 2038. These impacts would combine with impacts from concurrent related projects, which would be cumulatively significant. Therefore, after mitigation, Alternative 1 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact for CO and VOC emissions under CEQA. Alternative 1 would have the same conditions as the NEPA baseline, therefore there would be no impacts under NEPA.

Alternative 2 operational emissions would exceed the SCAQMD significance thresholds for NO_x in 2019, ~~2033, and 2038~~ and CO and VOC in 2033 and 2038. These impacts would combine with impacts from concurrent related projects, which would be cumulatively significant. Therefore, Alternative 2 would make a cumulatively considerable and unavoidable contribution to a significant cumulative impact for NO_x, CO and VOC emissions under CEQA. Since NEPA requires the evaluation of a No Federal Action Alternative and not a No Project Alternative, no cumulative impact determination under NEPA is made for Alternative 2.

3.2.8 Changes Made to Chapter 6, Comparison of Alternatives

Section 6.2.2, Page 6-5, Table 6-2

Revise Table 6-2, as follows:

Table 6-2: Summary of CEQA Significance Analysis by Alternative

Environmental Resource Area	Proposed Project	Alternative				
		1	2	3	4	5
Air Quality and Meteorology	S	S	S	S	S	S
Biological Resources	S	S	S	S	S	S
Cultural Resources	S	S	N	S	L	S
Greenhouse Gas Emissions	S	S	S	S	S	S
Groundwater and Soils	M	M	N	M	L	M
Noise	M	L	L	M	M	M

Notes:

The analysis includes project-level impacts, not cumulative effects.

S = Unavoidable significant impacts

M = Significant but mitigable impact

L = Less than significant impact (not significant)

N = No impact

Section 6.2.2, Page 6-7

Delete the first paragraph on page 6-7, as follows:

~~For groundwater and soils, the proposed Project and Alternatives 1, 3 and 5 were determined to result in less than significant impacts with the incorporation of mitigation measures. The impact is associated with the potential to expose construction personnel, and potentially existing operations personnel, to previously unknown or undocumented soil and/or groundwater contamination as a result of grading, excavation, and other construction related activities occurring at the 22-acre backlands expansion area. Because no backland improvements would occur under Alternatives 2 and 4, these alternatives would have substantially less of an impact. Backland improvements would occur under Alternatives 1, 3 and 5, similar to the proposed Project. As such, the potential for groundwater and soils impacts under Alternatives 1, 3 and 5 would be equal to those for the proposed Project. Alternatives 2 and 4 do not involve excavation in the 22-acre expansion area, and are deemed to be superior to the others.~~

3.2.9 Changes Made to Appendix B.1, Air Quality Regulations/Methodology and Air Quality and GHG Emission

Section 3-2, Page B1-28

Revise the first paragraph under the heading Cargo-Handling Equipment (CHE) on page B1-28, as follows:

CHE includes yard tractors, RTGs, top handlers, sidepicks, forklifts, ~~sweepers~~, and other miscellaneous equipment. Sweepers are also used on-site, but are classified as off-road equipment by CARB. All equipment is assumed to be diesel powered with the exception of a certain number of propane-powered forklifts. The marine terminal cranes used to lift containers on and off container ships would be electric and, therefore, would have no direct emissions. Yard tractors and top handlers would operate at both the Everport Container Terminal and the Everport portion of the TICTF.

Emission Worksheets

Appendix B1 includes a compilation of emission worksheets that are generated from air quality modeling efforts. The following new sheets are added which account for the change in overall dispersion concentration relative to each receptor in each year in each alternative under both CEQA and NEPA.

Reduction to Peak Concentration due to Inclusion of T3 OGVs (ppm):

Table with 16 columns for peak receptor percentages (0.0004 to 0.0038) and 16 columns for peak receptor IDs (389450_3733 to 382683_8_3).

Main data table with columns X, Y, Source Scaling Factor, and 16 columns of peak receptor values. It contains a grid of 360 rows and 18 columns of data.

Reduction to Peak Concentration due to Inclusion of T3 OGVs (ppm):

Table with 17 columns representing different peak receptor scenarios (0.0004 to 0.0038) and 17 rows for Percent Reduction and Peak Concentration.

Peak Receptor (X, Y): 389450_3733, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373, 389450_373

Peak Concentration Lookup with Source Scaling: 4.2472254, 4.10954, 3.661651, 3.757488, 1.139078, 10.72226, 3.888468, 3.791413, 11.57337, 10.89777, 11.57337, 10.89777, 11.57337, 10.89777, 4.9959028, 4.510162, 4.995903, 4.510162, 15.37303, 14.53516

Main data table with columns X, Y, Source Scaling Factor, and 17 columns of peak receptor values (0.0004 to 0.0038). Rows represent various receptor locations and their corresponding peak concentrations for each scenario.

Reduction to Peak Concentration due to Inclusion of T3 OGVs (ppm):

Table with 15 columns for reduction percentages from 0.0004 to 0.0038.

Percent Reduction Due to Inclusion of Tier 3 OGV:

Table with 15 columns for percent reduction values from 15.74% to 48.91%.

Peak Receptor (X, Y):

Table with 15 columns for peak receptor coordinates from 389450_3733 to 382683_8_3.

Peak Concentration Lookup with Source Scaling:

Table with 15 columns for peak concentration values from 4.2472254 to 14.53516.

Main data table with columns X, Y, Source Scaling Factor, and 15 columns of peak concentration values for various receptor locations.

Reduction to Peak Concentration due to Inclusion of T3 OGVs (ppm):

Table with 15 columns representing different peak receptor scenarios, labeled 0.0004 through 0.0038.

Percent Reduction Due to Inclusion of Tier 3 OGV: Table with 15 columns corresponding to the peak receptor scenarios, showing percentage values.

Peak Receptor (X, Y):

Table with 15 columns for peak receptor coordinates (X, Y) and corresponding peak concentration values.

Peak Concentration Lookup with Source Scaling:

Main data table with 15 columns for source scaling factors and 15 rows of data for each receptor scenario, containing numerical values for peak concentration.

Reduction to Peak C

Table with 17 columns for Percent Reduction (0.0010 to 0.0052) and 17 columns for Peak Concentrator (3.755034 to 14.673007).

Table with 17 columns for X and 17 columns for Y, representing various CAQS and NAQS codes.

Main data table with 34 columns (X, Y, and 32 numerical values) and 34 rows (385950 to 386950).

Reduction to Peak C

Table with 15 columns representing different reduction levels: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0058, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052.

Table with 15 columns representing different peak concentrations: 3.755034, 3.661377, 15.51017, 14.64333, 15.51017, 14.63191, 4.995903, 4.510162, 4.995903, 4.510162, 15.37303, 14.54545, 3.755034, 3.661377, 15.51017, 14.67307, 15.51017, 14.67307.

Main data table with columns X and Y, and 15 columns of numerical values corresponding to the reduction and concentration levels defined in the header tables.

Reduction to Peak C

Table with 17 columns representing different reduction levels: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0058, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052.

Table with 17 columns representing different peak concentrations: 3.755034, 3.661377, 15.51017, 14.64333, 15.51017, 14.63191, 4.995903, 4.510162, 4.995903, 4.510162, 15.37303, 14.54545, 3.755034, 3.661377, 15.51017, 14.67307, 15.51017, 14.67307.

Table with 17 columns representing different locations: 2033_AL74_CAAQS, 2033_AL74_NAAQS, 2033_AL75_CAAQS, 2033_AL75_NAAQS, 2033_PP_CA_AQS, 2033_PP_CA_CAAQS, 2038_AL71_CAAQS, 2038_AL71_NAAQS, 2038_NP_CA_AQS, 2038_NP_CA_CAAQS, 2038_AL73_CAAQS, 2038_AL73_NAAQS, 2038_AL74_CAAQS, 2038_AL74_NAAQS, 2038_AL75_CAAQS, 2038_AL75_NAAQS, 2038_PP_CA_AQS, 2038_PP_CA_CAAQS.

Main data table with 17 columns (X, Y, and 15 reduction/peak concentration columns) and 1000 rows of numerical data.

Reduction to Peak C

Table with 15 columns representing different reduction levels: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0058, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052.

Table with 15 columns representing different peak concentrations: 3.755034, 3.661377, 15.51017, 14.64333, 15.51017, 14.63191, 4.995903, 4.510162, 4.995903, 4.510162, 15.37303, 14.54545, 3.755034, 3.661377, 15.51017, 14.67307, 15.51017, 14.67307.

Table with 15 columns representing different CAQS and NAQS values for various locations and dates.

Main data table with columns X and Y, and 15 columns of numerical values representing reduction percentages for various locations and dates.

Reduction to Peak C

Table with 17 columns for Percent Reduction (0.0010 to 0.0052) and 17 columns for Peak Concentrator values.

Table with 17 columns for X and 17 columns for Y, representing coordinates for each data point.

Main data table with 17 columns for X and 17 columns for Y, containing numerical values for each coordinate pair.

Reduction to Peak C

Table with 15 columns representing different reduction levels: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0058, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052. Each column has a corresponding 'Percent Reduction' value in a box above it.

Table with 15 columns for 'Peak Concentrator' values: 3.755034, 3.661377, 15.51017, 14.64333, 15.51017, 14.63191, 4.995903, 4.510162, 4.995903, 4.510162, 15.37303, 14.54545, 3.755034, 3.661377, 15.51017, 14.67307, 15.51017, 14.67307.

Table with 15 columns for 'X' and 'Y' coordinates: 2033_AL74_CAAQS, 2033_AL74_NAAQS, 2033_AL75_CAAQS, 2033_AL75_NAAQS, 2033_PP_CA_AQS, 2033_PP_N_CAAQS, 2038_AL71_CAAQS, 2038_AL71_NAAQS, 2038_NP_CAAQS, 2038_NP_N_CAAQS, 2038_AL73_CAAQS, 2038_AL73_NAAQS, 2038_AL74_CAAQS, 2038_AL74_NAAQS, 2038_AL75_CAAQS, 2038_AL75_NAAQS, 2038_PP_CA_AQS, 2038_PP_N_CAAQS.

Main data table with 18 columns (X, Y, and 16 reduction levels) and 38200 rows of numerical data. Each row represents a specific location and its corresponding reduction values across the 16 categories.

Reduction to Peak C

Table with 15 columns representing different reduction levels: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0058, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052.

Table with 15 columns representing different peak concentrations: 3.755034, 3.661377, 15.51017, 14.64333, 15.51017, 14.63191, 4.995903, 4.510162, 4.995903, 4.510162, 15.37303, 14.54545, 3.755034, 3.661377, 15.51017, 14.67307, 15.51017, 14.67307.

Table with 15 columns representing different CAQS and NAQS values for various locations.

Main data table with columns X and Y, and 15 columns of numerical values representing the reduction to peak C for various locations and conditions.

Reduction to Peak C

Table with columns for Percent Reduction (0.0010 to 0.0052) and Peak Concentrator (3.755034 to 14.673007). Rows include X and Y coordinates and a large grid of numerical data points.

Reduction to Peak C

Table with 17 columns representing different reduction levels: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0058, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052.

Table with 17 columns for Peak Concentration values ranging from 3.755034 to 14.673007.

Table with 17 columns for CAQS and NAQS values for various locations.

Main data table with 17 columns (X, Y, and 15 CAQS/NAQS columns) and 38 rows of data points.

Reduction to Peak C

Table with 15 columns representing different reduction levels: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0058, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052.

Table with 15 columns representing different peak concentrator values: 3.755034, 3.661377, 15.51017, 14.64333, 15.51017, 14.63191, 4.995903, 4.510162, 4.995903, 4.510162, 15.37303, 14.54545, 3.755034, 3.661377, 15.51017, 14.67307, 15.51017, 14.67307.

Table with 15 columns representing different CAQS and NAQS values for various locations: 2033_ALT4_CAAQS, 2033_ALT4_NAQS, 2033_ALT3_CAAQS, 2033_ALT3_NAQS, 2033_PP_CA, 2033_PP_NA, 2038_ALT1_CAAQS, 2038_ALT1_NAQS, 2038_NP_CAAQS, 2038_NP_NA, 2038_ALT3_CAAQS, 2038_ALT3_NAQS, 2038_ALT4_CAAQS, 2038_ALT4_NAQS, 2038_PP_CA, 2038_PP_NA.

Main data table with 15 columns (X, Y, and 14 reduction/peak/concentrator values) and 1000 rows of numerical data.

Reduction to Peak C

Table with 15 columns representing different reduction levels: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0008, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052. Each column has a corresponding 'Percent Reduction' value in a box.

Table with 15 columns for 'Peak Concentrator' values: 3.755034, 3.661377, 15.51017, 14.64333, 15.51017, 14.63191, 4.995903, 4.510162, 4.995903, 4.510162, 15.37303, 14.54545, 3.755034, 3.661377, 15.51017, 14.67307, 15.51017, 14.67307.

Main data table with columns X and Y, and 15 columns of numerical values corresponding to the reduction levels defined in the header. The table contains a dense grid of data points for various X and Y coordinates.

Reduction to Peak C

Table with 17 columns representing different reduction levels from 0.0010 to 0.0052. Each column has a header for 'Percent Reduction' and 'Peak Concentrator'.

Table with 17 columns representing different reduction levels from 0.0010 to 0.0052. Each column has a header for 'Peak Concentrator'.

Main data table with 17 columns for reduction levels and 27 rows of data points (X and Y coordinates). Each cell contains numerical values representing concentration or reduction metrics.

Reduction to Peak C

Table with 15 columns for reduction percentages: 0.0010, 0.0009, 0.0037, 0.0035, 0.0037, 0.0034, 0.0021, 0.0019, 0.0021, 0.0019, 0.0058, 0.0055, 0.0014, 0.0013, 0.0055, 0.0052, 0.0055, 0.0052. Includes sub-headers for Percent Reduction and Peak Concentrator.

Table with 15 columns for peak concentrations: 3.755034, 3.661377, 15.51017, 14.64333, 15.51017, 14.63191, 4.995903, 4.510162, 4.995903, 4.510162, 15.37303, 14.54545, 3.755034, 3.661377, 15.51017, 14.67307, 15.51017, 14.67307.

Main data table with columns X and Y, and 15 columns of numerical values representing reduction percentages for various scenarios.

3.2.10 Changes Made to Appendix B.4, Draft General Conformity Determination

Section 3-1, Page 3-2

Revise the first bullet, as follows:

- The proposed improvements at Berths 230-232 are also designed to accommodate larger ships and would include: 1) dredging to increase the depth from -45 to -47 feet MLLW plus two feet of over depth tolerance (for a total of -49 feet MLLW); and 2) the installation of approximately 1,400 linear feet of sheet piles to stabilize the wharf.

Revise the second bullet, as follows:

- The LAHD has proposed to dispose 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 approved ocean disposal site (i.e., LA-2), an approved upland disposal facility, or a combination of the two. However, the Los Angeles Region Dredged Materials Management Team/Contaminated Sediments Task Force has evaluated the sediments and determined all the dredged material is suitable for ocean disposal at LA-2. Approval of ocean disposal by the USACE and USEPA is pending.

Revise MM AQ-5, as follows:

MM AQ-5: General Construction Mitigation Measure. All dredging equipment must be electric; however, this is subject to availability of the equipment. For MM AQ-1 through MM AQ-4, if a California Air Resources Board (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

Section 3-1, Page 3-3

Delete the final paragraph and MM AQ-6, as follows:

~~In addition, the following measure will reduce operational impacts associated with the delivery by cargo ship of the new wharf cranes:~~

~~**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~~

1 ~~reductions comparable to or greater than those achievable by compliance with VSRP.~~
 2 ~~The alternative compliance plan shall be implemented once written notice of~~
 3 ~~approval is granted by the LAHD.~~

4 **Section 4-2, Pages 4-1 through 4-2**

5 Revise the last sentence in the final paragraph, as follows:

6 The emission estimating process is discussed in more detail in Berths 226-236 [Everport]
 7 Container Terminal Improvements Project Draft EIS/EIR (see Section 3.2, Air Quality
 8 and Meteorology, and Appendix B of the Draft EIS/EIR – USACE/USLAHD 2017a).

9 **Section 5-3, Page 5-3, Table 5-2**

10 Revise Table 5-1, as follows:

11 **Table 5-2 General Conformity *de minimis* Thresholds for the South Coast Air Basin**

Criteria Pollutant: and Quantified Precursors	SCAB Attainment Status Designations	<i>de minimis</i> Threshold tons per year (tpy)
Nitrogen Dioxide: NOx	Attainment/Maintenance	--- 100
Ozone: NOx VOC	Nonattainment/Extreme	--- 10 10
Carbon Monoxide	Attainment/Maintenance	100
Particulate Matter PM₁₀	Attainment/Maintenance	100
Particulate Matter PM_{2.5}: Directly Emitted PM_{2.5} SOx NOx VOC	Nonattainment/Serious	--- 70 70 70 70
<u>Lead</u>	<u>Nonattainment</u>	<u>25</u>

12 Source: 40 CFR § 93.153(b)(1)

13 **Section 5-4, Page 5-3**

14 Add a new sentence to the paragraph following Table 5-3, as follows:

15 The total of direct and indirect emissions of VOC, CO, SOx, PM10, and PM2.5 from the
 16 federal action are less than the general conformity *de minimis* threshold emission rates
 17 shown in Table 5-2. In addition, the federal action does not generate lead (Pb) emissions.
 18 Therefore, the general conformity regulations do not apply to these pollutants, and no
 19 additional conformity evaluation need be made for these pollutants.

20 **Section 8-2, Page 8-1**

21 Revise the second sentence in the paragraph, as follows:

22 On behalf of tThe USACE, LAHD will also place a notice in a daily newspaper of
 23 general circulation in the SCAB announcing the availability of its final GCD within 30
 24 days of its promulgation.

Section 10, Page 10-2

Revise the fourth reference, as follows:

U.S. Army Corps of Engineers/Los Angeles Harbor Department (USACE/LAHD). 2017.
Berths 226- 236 [Everport] Container Terminal Improvements Project Draft EIS/EIR.
April.

Revise the page number, as follows:

Berths 226-236 [Everport] Container
Terminal Improvements Project

~~20-410-2~~

Port of Los Angeles
September 2017

3.2.11 Changes Made to Appendix F.2, Evaluation of Dredged Material Disposal Option

Page 10

Revise first two paragraphs under “Impacts of Ocean Disposal” on Page 10, as follows:

IMPACTS of OCEAN DISPOSAL

The environmental impacts from ocean disposal at LA-2 were considered during the site designation process, and re-evaluated at an increased disposal volume (USEPA and USACE 2005). Impacts to water quality, sediment quality, and biological resources were considered “not significant.” The continued use of the site to dispose of sediments that meet the acceptance criteria, including disposal of sediments from the Everport Container Terminal, is unlikely to interfere with other ocean uses, such as shipping, fishing, recreation, and oil and gas development. Based on the results of the sediment characterization study, the sediments to be dredged from the proposed Project site are suitable for disposal at LA-2. The testing also confirmed there would be little to no risk of bioaccumulation or risk to humans, marine life, and the marine environment from ocean disposal.

Impacts to Aesthetic, Recreational, and Economic Values

The environmental impacts from ocean disposal at LA-2 were considered during the site designation process, and re-evaluated at an increased disposal volume (USEPA and USACE 2005). Dredged material disposal activities have occurred at LA-2 since the late 1970s. The continued use of the site is unlikely to interfere with other ocean uses, such as shipping, fishing, and recreation. The disposal of sediments from the Everport Container Terminal would not result in an unacceptable aesthetic nuisance in recreational areas, nor contain pathogenic organisms that may cause a public health hazard, either directly or through contamination of the marine environment, fisheries or shell fisheries. The disposal of materials considered hazardous is prohibited at LA-2. The dredged material would not contain chemical constituents that ~~may affect~~ would adversely affect marine life or humans directly, or that may bioaccumulate or persist, and subsequently have an adverse effect on the marine environment, on humans directly or through food chain interactions (Ramboll Environ 2015).

1 **3.3 Additional Appendices**

2 **Investigation of 2033 HRA Start Year for the Everport Container**
3 **Terminal Improvements Project**

4 Attached is the Investigation of 2033 HRA Start Year for the Everport Container
5 Terminal Improvements Project.

1

Additional Appendix

2

Investigation of 2033 HRA Start Year for the Everport Container Terminal Improvements Project

3

4



Memorandum

To: Port of Los Angeles Environmental Management Division

From: John Castleberry/CEC

Date: 8/14/2017

Re: Investigation of 2033 HRA Start Year for the Everport Container Terminal Improvements Project

The estimate of cancer risk in the DEIS/EIR for the Everport Container Terminal Improvements Project assumed an exposure period start year of 2018. The 2018 start year was conservatively selected to capture the combined effect of construction and operational emissions during the first two years of the 30-year exposure period. Moreover, the risk calculation conservatively assumed that the exposed persons (receptors) would be at their most sensitive life stage (3rd trimester fetus to age 2) during this overlapping construction and operational period.

In its June 5, 2017 comment letter, the California Air Resources Board (CARB) suggested that the Port revise the Everport HRA to include an evaluation of the potential cancer risk starting in 2033, when operational PM10 and PM2.5 emissions from certain source categories would reach their peak. This memorandum investigates the potential cancer risks associated with a 2033 HRA start year.

Analysis Approach

Maximum cancer risks associated with a 2033 start year were estimated by scaling the maximum cancer risks in the DEIS/EIR (which correspond to a 2018 start year). The NEPA increment cancer risks at residential and sensitive receptors were selected for the scaling analysis because they represent the highest cancer risks estimated in the DEIS/EIR for the proposed Project. Tables B3-6 and B3-8 of the DEIS/EIR Appendix B3 show the following maximum NEPA increment (proposed Project minus NEPA baseline) cancer risks associated with a 2018 start year:

- Unmitigated proposed Project: 16.1 in a million at a residential receptor
- Unmitigated proposed Project: 11.7 in a million at a sensitive receptor
- Mitigated proposed Project: 9.0 in a million at a residential receptor
- Mitigated proposed Project: 7.0 in a million at a sensitive receptor

The contributions by source category to these four risk results are shown in Tables 1 through 4, below. The source contributions are provided by exposure sub-period, where the sub-periods correspond to receptor age ranges with common cancer risk calculation assumptions as set forth in OEHHA (2015). The sub-periods are defined as follows:

- Project Year 1-2 represents the first two years of project emissions and a receptor age of 3rd trimester fetus to age 2.
- Project Year 3-16 represents the 3rd through 16th year of project emissions and a receptor age of 2 to 16.
- Project Year 17-30 represents the 17th through 30th year of project emissions and a receptor age of 16 to 30.

The contributions to risk in Tables 1 through 4 show the absolute proposed Project risks prior to subtracting the NEPA baseline. The absolute proposed Project risks correspond to the third column in Tables B3-6 and B3-8 of the DEIS/EIR Appendix B3.

Table 1. Cancer Risk by Source Category at the Maximum Residential Receptor under NEPA - Proposed Project without Mitigation - 2018 HRA Start Year

Source Category	Exposure Sub-Period			Total Risk	Percent Contribution
	Project Year 1-2	Project Year 3-16	Project Year 17-30		
Construction					
Construction Offroad Equipment	8.81E-06	0	0	8.81E-06	14.9%
Construction Onroad Vehicles	2.09E-08	0	0	2.09E-08	0.04%
Construction Crane Delivery Ship	7.97E-08	0	0	7.97E-08	0.1%
Construction Harborcraft	1.32E-06	0	0	1.32E-06	2.2%
Construction Asphalt Paving	4.39E-09	0	0	4.39E-09	0.007%
Operation					
Ships in Transit	6.76E-06	8.57E-06	1.17E-06	1.65E-05	27.9%
Ships at Berth	2.63E-06	4.35E-06	6.75E-07	7.66E-06	12.9%
Ships at Anchorage	6.36E-09	1.01E-07	1.51E-08	1.23E-07	0.2%
Tugboats	9.89E-07	1.18E-06	1.36E-07	2.30E-06	3.9%
Trucks at Gates and On-Terminal	9.20E-07	3.26E-07	9.84E-09	1.26E-06	2.1%
Trucks Driving Off-Terminal	1.23E-06	7.24E-07	5.54E-08	2.01E-06	3.4%
Locomotives	1.17E-06	1.09E-06	9.02E-08	2.35E-06	4.0%
Cargo Handling Equipment	6.37E-06	9.04E-06	1.24E-06	1.67E-05	28.1%
Worker Vehicles	3.44E-08	3.91E-08	6.61E-09	8.01E-08	0.1%
Total	3.03E-05	2.54E-05	3.40E-06	5.92E-05	100.0%

Notes:

1. Risks by source category and exposure sub-period were calculated using HARP2.
2. Risks shown are for the absolute proposed Project, prior to subtracting the NEPA baseline risk.
3. Project Year 1-2 represents 2018-2019; Project Year 3-16 represents 2020-2033; Project Year 17-30 represents 2034-2047.

Table 2. Cancer Risk by Source Category at the Maximum Sensitive Receptor under NEPA - Proposed Project without Mitigation - 2018 HRA Start Year

Source Category	Exposure Sub-Period			Total Risk	Percent Contribution
	Project Year 1-2	Project Year 3-16	Project Year 17-30		
Construction					
Construction Offroad Equipment	6.08E-06	0	0	6.08E-06	13.3%
Construction Onroad Vehicles	1.57E-08	0	0	1.57E-08	0.03%
Construction Crane Delivery Ship	5.05E-08	0	0	5.05E-08	0.1%
Construction Harborcraft	1.23E-06	0	0	1.23E-06	2.7%
Construction Asphalt Paving	2.07E-09	0	0	2.07E-09	0.005%
Operation					
Ships in Transit	5.20E-06	6.59E-06	9.02E-07	1.27E-05	27.7%
Ships at Berth	1.55E-06	2.56E-06	3.97E-07	4.50E-06	9.8%
Ships at Anchorage	4.52E-09	7.19E-08	1.07E-08	8.72E-08	0.2%
Tugboats	9.95E-07	1.18E-06	1.37E-07	2.32E-06	5.1%
Trucks at Gates and On-Terminal	5.67E-07	1.97E-07	5.64E-09	7.69E-07	1.7%
Trucks Driving Off-Terminal	1.19E-06	7.00E-07	5.41E-08	1.95E-06	4.2%
Locomotives	1.09E-06	1.01E-06	8.42E-08	2.19E-06	4.8%
Cargo Handling Equipment	5.28E-06	7.50E-06	1.03E-06	1.38E-05	30.2%
Worker Vehicles	3.69E-08	4.09E-08	6.95E-09	8.47E-08	0.2%
Total	2.33E-05	1.98E-05	2.63E-06	4.58E-05	100.0%

Notes:

1. Risks by source category and exposure sub-period were calculated using HARP2.
2. Risks shown are for the absolute proposed Project, prior to subtracting the NEPA baseline risk.
3. Project Year 1-2 represents 2018-2019; Project Year 3-16 represents 2020-2033; Project Year 17-30 represents 2034-2047.

Table 3. Cancer Risk by Source Category at the Maximum Residential Receptor under NEPA - Proposed Project with Mitigation - 2018 HRA Start Year

Source Category	Exposure Sub-Period			Total Risk	Percent Contribution
	Project Year 1-2	Project Year 3-16	Project Year 17-30		
Construction					
Construction Offroad Equipment	8.08E-06	0	0	8.08E-06	14.8%
Construction Onroad Vehicles	1.93E-08	0	0	1.93E-08	0.0%
Construction Crane Delivery Ship	7.97E-08	0	0	7.97E-08	0.1%
Construction Harborcraft	6.59E-07	0	0	6.59E-07	1.2%
Construction Asphalt Paving	4.39E-09	0	0	4.39E-09	0.0%
Operation					
Ships in Transit	6.76E-06	8.57E-06	1.17E-06	1.65E-05	30.2%
Ships at Berth	2.36E-06	1.97E-06	2.76E-07	4.60E-06	8.4%
Ships at Anchorage	6.36E-09	1.01E-07	1.51E-08	1.23E-07	0.2%
Tugboats	9.89E-07	1.18E-06	1.36E-07	2.30E-06	4.2%
Trucks at Gates and On-Terminal	9.20E-07	3.26E-07	9.84E-09	1.26E-06	2.3%
Trucks Driving Off-Terminal	1.23E-06	7.24E-07	5.54E-08	2.01E-06	3.7%
Locomotives	1.17E-06	1.09E-06	9.02E-08	2.35E-06	4.3%
Cargo Handling Equipment	6.37E-06	9.04E-06	1.24E-06	1.67E-05	30.4%
Worker Vehicles	3.44E-08	3.91E-08	6.61E-09	8.01E-08	0.1%
Total	2.87E-05	2.30E-05	3.00E-06	5.47E-05	100.0%

Notes:

1. Risks by source category and exposure sub-period were estimated by scaling from the unmitigated risks by the ratio of mitigated emissions/unmitigated emissions.
2. Risks shown are for the absolute proposed Project, prior to subtracting the NEPA baseline risk.
3. Project Year 1-2 represents 2018-2019; Project Year 3-16 represents 2020-2033; Project Year 17-30 represents 2034-2047.

Table 4. Cancer Risk by Source Category at the Maximum Sensitive Receptor under NEPA - Proposed Project with Mitigation - 2018 HRA Start Year

Source Category	Exposure Sub-Period			Total Risk	Percent Contribution
	Project Year 1-2	Project Year 3-16	Project Year 17-30		
Construction					
Construction Offroad Equipment	5.58E-06	0	0	5.58E-06	13.0%
Construction Onroad Vehicles	1.45E-08	0	0	1.45E-08	0.0%
Construction Crane Delivery Ship	5.05E-08	0	0	5.05E-08	0.1%
Construction Harborcraft	6.15E-07	0	0	6.15E-07	1.4%
Construction Asphalt Paving	2.07E-09	0	0	2.07E-09	0.0%
Operation					
Ships in Transit	5.20E-06	6.59E-06	9.02E-07	1.27E-05	29.6%
Ships at Berth	1.39E-06	1.16E-06	1.62E-07	2.71E-06	6.3%
Ships at Anchorage	4.52E-09	7.19E-08	1.07E-08	8.72E-08	0.2%
Tugboats	9.95E-07	1.18E-06	1.37E-07	2.32E-06	5.4%
Trucks at Gates and On-Terminal	5.67E-07	1.97E-07	5.64E-09	7.69E-07	1.8%
Trucks Driving Off-Terminal	1.19E-06	7.00E-07	5.41E-08	1.95E-06	4.5%
Locomotives	1.09E-06	1.01E-06	8.42E-08	2.19E-06	5.1%
Cargo Handling Equipment	5.28E-06	7.50E-06	1.03E-06	1.38E-05	32.2%
Worker Vehicles	3.69E-08	4.09E-08	6.95E-09	8.47E-08	0.2%
Total	2.20E-05	1.84E-05	2.39E-06	4.28E-05	100.0%

Notes:

1. Risks by source category and exposure sub-period were estimated by scaling from the unmitigated risks by the ratio of mitigated emissions/unmitigated emissions.
2. Risks shown are for the absolute proposed Project, prior to subtracting the NEPA baseline risk.
3. Project Year 1-2 represents 2018-2019; Project Year 3-16 represents 2020-2033; Project Year 17-30 represents 2034-2047.

Table 5 shows the scaling factors that were applied to the source contributions in Tables 1 through 4 to estimate the risks for the 2033 start year. The scaling factors were derived from the ratio of proposed Project-related PM10 exhaust emissions during the exposure sub-periods within the 2033-2062 exposure duration relative to the 2018-2047 exposure duration. The ratio of PM10 emissions is a good surrogate for the ratio of cancer risk because almost all PM10 is diesel particulate matter (DPM) exhaust for the key sources in the HRA, and DPM is responsible for nearly all of the cancer risk.

Table 5. Scaling Factors by Source Category to Convert from a 2018 HRA Start to a 2033 HRA Start

Source Category	Unmitigated Project			Mitigated Project		
	Project Year 1-2	Project Year 3-16	Project Year 17-30	Project Year 1-2	Project Year 3-16	Project Year 17-30
Construction						
Construction Offroad Equipment	0	0	0	0	0	0
Construction Onroad Vehicles	0	0	0	0	0	0
Construction Crane Delivery Ship	0	0	0	0	0	0
Construction Harborcraft	0	0	0	0	0	0
Construction Asphalt Paving	0	0	0	0	0	0
Operation						
Ships in Transit	1.47	1.22	1.00	1.47	1.22	1.00
Ships at Berth	2.43	1.24	1.00	1.11	1.12	1.00
Ships at Anchorage	21.05	1.28	1.00	21.05	1.28	1.00
Tugboats	1.44	1.03	0.96	1.44	1.03	0.96
Trucks at Gates and On-Terminal	0.03	0.11	1.00	0.03	0.11	1.00
Trucks Driving Off-Terminal	0.30	0.51	0.98	0.30	0.51	0.98
Locomotives	0.90	0.71	0.92	0.90	0.71	0.92
Cargo Handling Equipment	1.50	1.18	1.00	1.50	1.18	1.00
Worker Vehicles	1.00	1.00	1.00	1.00	1.00	1.00

Notes:

1. Scaling factors were derived from the ratio of PM10 exhaust emissions from a 2033 start relative to a 2018 start during each of the indicated exposure sub-periods.
2. Construction scaling factors are zero because there would be no construction during an exposure period that starts in 2033.

Analysis Results

Tables 6 through 9 show the estimated proposed Project cancer risks associated with a 2033 HRA start year for residential and sensitive receptors, without and with mitigation. The risks were obtained by multiplying the risk contributions in Tables 1 through 4 by the scaling factors in Table 5. The risks in Tables 6 through 9 are the absolute proposed Project risks prior to subtracting the NEPA baseline.

The bottom two rows of Tables 6 through 9 show how the cancer risks would change for a 2033 start year relative to a 2018 start year:

- Table 6 shows that, without mitigation, the estimated risk at the maximum residential receptor would increase by approximately 2.3 in a million (3.9 percent of proposed Project absolute) with a 2033 start year. Therefore, the estimated NEPA increment cancer risk would increase from 16.1 to approximately 18.4 in a million. Both results would exceed the significance threshold of 10 in a million.
- Table 7 shows that, without mitigation, the estimated risk at the maximum sensitive receptor would increase by approximately 1.7 in a million (3.6 percent of proposed Project absolute)

with a 2033 start year. Therefore, the estimated NEPA increment cancer risk would increase from 11.7 to approximately 13.4 in a million. Both results would exceed the significance threshold of 10 in a million.

- Table 8 shows that, with mitigation, the estimated risk at the maximum residential receptor would decrease by approximately 0.6 in a million (1.1 percent of proposed Project absolute) with a 2033 start year. Therefore, the estimated NEPA increment cancer risk would decrease from 9.0 to approximately 8.4 in a million. Neither result would exceed the significance threshold of 10 in a million.
- Table 9 shows that, with mitigation, the estimated risk at the maximum sensitive receptor would increase by approximately 0.2 in a million (0.6 percent of proposed Project absolute) with a 2033 start year. Therefore, the estimated NEPA increment cancer risk would increase from 7.0 to approximately 7.2 in a million. Neither result would exceed the significance threshold of 10 in a million.

In summary, the scaling analysis described in this memorandum predicts that the maximum cancer risks for the proposed Project would differ by a range of -0.6 to +2.3 in a million at the maximum NEPA increment receptors, depending on the receptor type and whether mitigation is applied, for a 2033 start year relative to a 2018 start year. None of the four scenarios analyzed in this memorandum would change its significance finding with a 2033 HRA start year.

Table 6. Estimated Cancer Risk by Source Category at the Maximum Residential Receptor under NEPA - Proposed Project without Mitigation - 2033 HRA Start Year

Source Category	Exposure Sub-Period			Total Risk	Percent Contribution
	Project Year 1-2	Project Year 3-16	Project Year 17-30		
Construction					
Construction Offroad Equipment	0	0	0	0	0.0%
Construction Onroad Vehicles	0	0	0	0	0.0%
Construction Crane Delivery Ship	0	0	0	0	0.0%
Construction Harborcraft	0	0	0	0	0.0%
Construction Asphalt Paving	0	0	0	0	0.0%
Operation					
Ships in Transit	9.97E-06	1.05E-05	1.17E-06	2.16E-05	35.2%
Ships at Berth	6.39E-06	5.40E-06	6.75E-07	1.25E-05	20.3%
Ships at Anchorage	1.34E-07	1.29E-07	1.51E-08	2.78E-07	0.5%
Tugboats	1.43E-06	1.21E-06	1.30E-07	2.76E-06	4.5%
Trucks at Gates and On-Terminal	2.81E-08	3.68E-08	9.84E-09	7.47E-08	0.1%
Trucks Driving Off-Terminal	3.69E-07	3.72E-07	5.44E-08	7.95E-07	1.3%
Locomotives	1.06E-06	7.73E-07	8.30E-08	1.91E-06	3.1%
Cargo Handling Equipment	9.56E-06	1.07E-05	1.24E-06	2.15E-05	35.0%
Worker Vehicles	3.44E-08	3.91E-08	6.61E-09	8.01E-08	0.1%
Total	2.90E-05	2.91E-05	3.39E-06	6.15E-05	100%
Change Relative to 2018 HRA Start				2.32E-06	
Change Relative to 2018 HRA Start (%)				3.9%	

Notes:

1. Risks associated with a 2033 start were estimated by applying the scaling factors (Table 5) to the risks associated with a 2018 start (Table 1).
2. Project Year 1-2 represents 2033-2034; Project Year 3-16 represents 2035-2048; Project Year 17-30 represents 2049-2062.
3. Risks shown are for the absolute proposed Project, prior to subtracting the NEPA baseline risk.

Table 7. Estimated Cancer Risk by Source Category at the Maximum Sensitive Receptor under NEPA - Proposed Project without Mitigation - 2033 HRA Start Year

Source Category	Exposure Sub-Period			Total Risk	Percent Contribution
	Project Year 1-2	Project Year 3-16	Project Year 17-30		
Construction					
Construction Offroad Equipment	0	0	0	0	0.0%
Construction Onroad Vehicles	0	0	0	0	0.0%
Construction Crane Delivery Ship	0	0	0	0	0.0%
Construction Harborcraft	0	0	0	0	0.0%
Construction Asphalt Paving	0	0	0	0	0.0%
Operation					
Ships in Transit	7.67E-06	8.05E-06	9.02E-07	1.66E-05	35.0%
Ships at Berth	3.76E-06	3.17E-06	3.97E-07	7.33E-06	15.5%
Ships at Anchorage	9.52E-08	9.20E-08	1.07E-08	1.98E-07	0.4%
Tugboats	1.43E-06	1.21E-06	1.31E-07	2.78E-06	5.9%
Trucks at Gates and On-Terminal	1.73E-08	2.22E-08	5.64E-09	4.52E-08	0.1%
Trucks Driving Off-Terminal	3.58E-07	3.59E-07	5.31E-08	7.71E-07	1.6%
Locomotives	9.84E-07	7.20E-07	7.75E-08	1.78E-06	3.8%
Cargo Handling Equipment	7.92E-06	8.87E-06	1.03E-06	1.78E-05	37.6%
Worker Vehicles	3.69E-08	4.09E-08	6.95E-09	8.47E-08	0.2%
Total	2.23E-05	2.25E-05	2.61E-06	4.74E-05	100%
Change Relative to 2018 HRA Start				1.65E-06	
Change Relative to 2018 HRA Start (%)				3.6%	

Notes:

1. Risks associated with a 2033 start were estimated by applying the scaling factors (Table 5) to the risks associated with a 2018 start (Table 2).
2. Project Year 1-2 represents 2033-2034; Project Year 3-16 represents 2035-2048; Project Year 17-30 represents 2049-2062.
3. Risks shown are for the absolute proposed Project, prior to subtracting the NEPA baseline risk.

Table 8. Estimated Cancer Risk by Source Category at the Maximum Residential Receptor under NEPA - Proposed Project with Mitigation - 2033 HRA Start Year

Source Category	Exposure Sub-Period			Total Risk	Percent Contribution
	Project Year 1-2	Project Year 3-16	Project Year 17-30		
Construction					
Construction Offroad Equipment	0	0	0	0	0.0%
Construction Onroad Vehicles	0	0	0	0	0.0%
Construction Crane Delivery Ship	0	0	0	0	0.0%
Construction Harborcraft	0	0	0	0	0.0%
Construction Asphalt Paving	0	0	0	0	0.0%
Operation					
Ships in Transit	9.97E-06	1.05E-05	1.17E-06	2.16E-05	39.9%
Ships at Berth	2.62E-06	2.21E-06	2.76E-07	5.10E-06	9.4%
Ships at Anchorage	1.34E-07	1.29E-07	1.51E-08	2.78E-07	0.5%
Tugboats	1.43E-06	1.21E-06	1.30E-07	2.76E-06	5.1%
Trucks at Gates and On-Terminal	2.81E-08	3.68E-08	9.84E-09	7.47E-08	0.1%
Trucks Driving Off-Terminal	3.69E-07	3.72E-07	5.44E-08	7.95E-07	1.5%
Locomotives	1.06E-06	7.73E-07	8.30E-08	1.91E-06	3.5%
Cargo Handling Equipment	9.56E-06	1.07E-05	1.24E-06	2.15E-05	39.7%
Worker Vehicles	3.44E-08	3.91E-08	6.61E-09	8.01E-08	0.1%
Total	2.52E-05	2.59E-05	2.99E-06	5.41E-05	100%
Change Relative to 2018 HRA Start				-5.93E-07	
Change Relative to 2018 HRA Start (%)				-1.1%	

Notes:

1. Risks associated with a 2033 start were estimated by applying the scaling factors (Table 5) to the risks associated with a 2018 start (Table 3).
2. Project Year 1-2 represents 2033-2034; Project Year 3-16 represents 2035-2048; Project Year 17-30 represents 2049-2062.
3. Risks shown are for the absolute proposed Project, prior to subtracting the NEPA baseline risk.

Table 9. Estimated Cancer Risk by Source Category at the Maximum Sensitive Receptor under NEPA - Proposed Project with Mitigation - 2033 HRA Start Year

Source Category	Exposure Sub-Period			Total Risk	Percent Contribution
	Project Year 1-2	Project Year 3-16	Project Year 17-30		
Construction					
Construction Offroad Equipment	0	0	0	0	0.0%
Construction Onroad Vehicles	0	0	0	0	0.0%
Construction Crane Delivery Ship	0	0	0	0	0.0%
Construction Harborcraft	0	0	0	0	0.0%
Construction Asphalt Paving	0	0	0	0	0.0%
Operation					
Ships in Transit	7.67E-06	8.05E-06	9.02E-07	1.66E-05	38.6%
Ships at Berth	1.54E-06	1.30E-06	1.62E-07	3.00E-06	7.0%
Ships at Anchorage	9.52E-08	9.20E-08	1.07E-08	1.98E-07	0.5%
Tugboats	1.43E-06	1.21E-06	1.31E-07	2.78E-06	6.4%
Trucks at Gates and On-Terminal	1.73E-08	2.22E-08	5.64E-09	4.52E-08	0.1%
Trucks Driving Off-Terminal	3.58E-07	3.59E-07	5.31E-08	7.71E-07	1.8%
Locomotives	9.84E-07	7.20E-07	7.75E-08	1.78E-06	4.1%
Cargo Handling Equipment	7.92E-06	8.87E-06	1.03E-06	1.78E-05	41.3%
Worker Vehicles	3.69E-08	4.09E-08	6.95E-09	8.47E-08	0.2%
Total	2.01E-05	2.07E-05	2.38E-06	4.31E-05	100%
Change Relative to 2018 HRA Start				2.47E-07	
Change Relative to 2018 HRA Start (%)				0.6%	

Notes:

1. Risks associated with a 2033 start were estimated by applying the scaling factors (Table 5) to the risks associated with a 2018 start (Table 4).
2. Project Year 1-2 represents 2033-2034; Project Year 3-16 represents 2035-2048; Project Year 17-30 represents 2049-2062.
3. Risks shown are for the absolute proposed Project, prior to subtracting the NEPA baseline risk.

References

OEHHA, 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments*. February.