EXECUTIVE SUMMARY

This Executive Summary addresses the environmental effects of the Berths 136-147 Container Terminal Improvement Project (proposed Project) at the Port of Los Angeles (Port). It also summarizes the project background, project objectives, project description, and project alternatives.

ES.1 Intended Use of the Final EIS/EIR Document

This Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] 4341 *et seq*.), and in conformance with the Council for Environmental Quality (CEQ) Guidelines and the United States Army Corps of Engineers (USACE) NEPA Implementing Regulations. The document also fulfills the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 *et seq*.) and the State CEQA Guidelines (14 California Code Regulations [CCR] §1500 *et seq*.). The Los Angeles Harbor Department (LAHD) is the local lead agency for the Project, the project applicant, and is responsible for preparation of the Environmental Impact Report (EIR) portions of this document. USACE is the federal lead agency for this Project, and is responsible for preparation of the Environmental Impact Statement (EIS) portions of this document. This Final EIS/EIR is an informational document that will inform public agency decision makers and the general public of the potential significant environmental effects of the Project, recommend ways to minimize the significant effects, and describe reasonable alternatives to the Project. This document assesses the potential impacts, including unavoidable adverse impacts and cumulative impacts, related to the proposed Project. This Final EIS/EIR will support the permitting process of all agencies whose discretionary approvals must be obtained for particular elements of this Project. It is intended to provide decision makers and the public with the most up-to-date information available regarding the Project, required mitigation measures, and Project alternatives.

ES.2 Final EIS/EIR Contents

This Final EIS/EIR has been prepared in accordance with the content requirements of Section 15132 of the State CEQA Guidelines and Section 40 CFR 1502 and 1503 of Federal NEPA Guidelines. It presents final documentation including responses to comments submitted by government agencies, organizations, and the public for the Draft EIS/EIR. CEQA and NEPA require the respective lead agencies to respond to comments received during the public comment period. This document has been prepared in accordance with these requirements.

Additionally, this Final EIS/EIR presents modifications to the Draft EIS/EIR. Revisions to the Draft EIS/EIR are found in two chapters. Revisions to the Draft EIS/EIR are discussed briefly in Chapter 1, Introduction, and more substantially in Chapter 3, Modifications to the Draft EIS/EIR.

The main changes that have occurred between the Draft and Final EIS/EIR are:

- Corrections to make the Executive Summary consistent with the content and conclusions of the Final EIS/EIR;
- Enhancement of existing environmental impact mitigation measures or addition of new mitigation measures, mostly for air quality issues, in response to public comments; and
- Clarification of, or minor changes to, technical and environmental issues and analyses in response to public comments.

ES.3 Draft EIS/EIR Comments

Three hundred and ninety-five (395) comment letters were received as part of the Draft EIS/EIR public review. Table 2-1 in Chapter 2 of this Final EIS/EIR lists each comment letter, its assigned identification code, the commenter's name, the comment letter date, and the page in Chapter 2 on which the comment begins. All letters were reviewed and are reprinted in Chapter 2 of this document. All substantive comments (i.e., those that present new data, questions, or new issues bearing on the significant environmental effects of the proposed Project and alternatives) are responded to in Chapter 2, immediately following the comment letter. Chapter 2 also presents responses to individual comments raised regarding the adequacy of the environmental analysis in the Draft EIS/EIR. The responses clarify information in the Draft EIS/EIR; however, they also occasionally present changes or additions to the text.

The following synopsis summarizes the comments received during the public review period:

Comments received were both for and against the proposed Project. Comments supporting the proposed Project credited the applicants with providing substantial planning, analysis, and mitigation measures to justify the proposed Project. Comments against the proposed Project generally questioned its necessity and the

applicant's analysis, or requested additional mitigation measures. A majority of the comments were concerned with Air Quality issues and their related mitigation measures. Other comments were mostly concerned with Aesthetics/Visual Resources, Biological Resources, Groundwater Resources, Land Use, Noise, Transportation/Circulation, Water Quality, and Environmental Justice issues.

As described above, this Final EIS/EIR contains only the information and analyses that have changed as a result of Project modifications, new information or analysis, or the applicant or lead agency's adoption of measures to further reduce Project impacts. CEQA Guidelines Section 15088.5 provides that a lead agency is not required to re-circulate an EIR unless the following conditions are met:

- A new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- A feasible Project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the Project, but the Project's proponents decline to adopt it.
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

While clarifications have been made to the proposed Project and mitigation measures presented in the Draft EIS/EIR, those changes are in response to public comments and are designed to improve the character of the Project and reduce the environmental impacts of the Project. In summary, the changes would not cause new significant impacts, would not result in a substantial increase in the severity of an environmental impact, and do not fail to adopt new feasible alternatives or mitigation measures. In addition, the changes do not cause the Draft EIS/EIR to be so fundamentally flawed that it precludes meaningful public review. The revisions to the Draft EIS/EIR are text modifications and clarifications. These modifications and clarifications do not constitute significant additional information that changes the outcome of the environmental analysis. Therefore, the revisions to the Project and the Draft EIS/EIR do not meet the conditions that would require recirculation pursuant to Section 15088.5 of the CEQA Guidelines and Section 40 CFR 1503.4(c) of the NEPA Guidelines.

ES.4 Public Outreach and Coordination Efforts

The Draft EIS/EIR was released for public review on June 29, 2007. CEQA and NEPA require that all federal, state, and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before taking action on them. The purpose of the Draft EIS/EIR was to inform agencies and the public of significant environmental effects associated with the

Project, to describe and evaluate reasonable alternatives to the Project, and to propose mitigation measures that would avoid or reduce the significant effects of the Project. The U.S Army Corps of Engineers (USACE) and Los Angeles Harbor Department (LAHD) have made considerable efforts to provide public outreach beyond what is minimally required by the CEQA Guidelines. All Notices of Intent/Notices of Preparation (NOI/NOPs) and Draft EIS/EIRs are presented at public meetings at locations and times convenient for the affected community. The meetings take place within the affected community, depending on the location of a project.

Notification of availability of documents is extensive and utilizes a variety of media. Joint NEPA/CEQA notices are placed in six newspapers, including *The Los Angeles Times, Daily Breeze, La Opinion, Sentinel, Long Beach Press Telegram, and Metropolitan News*. Meeting notices and copies of the NOI/NOP and Draft EIS/EIR are sent to all active community organizations and to anyone who has requested to be on the LAHD CEQA/NEPA mailing list. Postcards noticing the document and any public meetings are also sent to all San Pedro and Wilmington addresses along with other communities within five miles of the Port. A free copy of the documents is provided to community organizations.

The LAHD also consults with affected community groups through the Port Community Advisory Committee (PCAC), a stakeholder advisory committee of the Los Angeles Board of Harbor Commissioners. This committee, which meets monthly, includes representatives from a number of community groups. The PCAC also has subcommittees and focus groups that address a broad range of environmental issues, including studies on impacts that might result in disproportionate impacts on relevant populations. Greater detail regarding PCAC involvement and Port outreach is available in Appendices B and C of the Draft EIS/EIR.

An NOI/NOP was prepared for the proposed Project (Appendix A). The NOI/NOP was circulated for public review as part of the scoping process in October 2003. Over 100 copies of the NOI/NOP were sent directly to agencies and individuals, including all voting PCAC members. Postcards regarding the NOI/NOP's availability were also sent out to over 10,000 local addresses. The NOI/NOP was posted on the Port's website and made available at four public libraries. A public scoping meeting was held on November 5, 2003. All comments were recorded and transcribed. Approximately 450 written comments were received during both public comment periods. In addition to the NOI/NOP, a special public notice was released on March 7, 2006 for a 45-day public review to notice a change in the proposed Project in response to scoping. A public meeting was held on April 26, 2006 to discuss the changes. Public comments on the special notice were also addressed in the Draft EIS/EIR.

The Draft EIS/EIR was distributed directly to numerous agencies, organizations, and interested groups and persons, including all PCAC members, for comment during the formal review period, which began on June 29, 2007 and ended on September 26, 2007. Notices of the Draft EIS/EIR's availability were sent, via postcard, to all San Pedro and Wilmington residents. During the public review period, the Draft EIS/EIR was available for review at the LAHD Environmental Management Division, the Los Angeles Public Library (Central, San Pedro, and Wilmington Branches), and the Long Beach Public Library Main Branch.

A public workshop was held during the Draft EIS/EIR comment period on July 31, 2007, to provide information relative to the proposed Project, and to receive public comments on the Draft EIS/EIR. Meeting notices were sent, via postcard, to all San Pedro and Wilmington residents. The comments received at that public meeting, as well as written comments receiving during the public review period, are presented and addressed in Chapter 2 of this Final EIS/EIR.

ES.5 Proposed Project

Since 1970, containerized shipping through U.S. West Coast ports has increased twenty-fold, largely due to the enormous increase in the U.S. trade with Pacific Rim nations. As a result, major West Coast ports, particularly the ports of Los Angeles, Long Beach, Oakland, Seattle, and Tacoma, have constantly needed to optimize and expand their facilities to accommodate those increases. As discussed in Section 1.1.3 (Growth in Containerized Cargo) of the Draft EIS/EIR, the volumes of cargo are expected to continue to grow. Optimizing its ability to efficiently accommodate this anticipated growth while managing the impacts related to that growth has become one of the highest planning priorities of the LAHD (also referred to as the "Port of Los Angeles" or "Port"). The proposed Project, an expanded container terminal at Berths 136-147 in the West Basin of Los Angeles Harbor, represents an action by the Port consistent with that planning priority.

ES.5.1 Project Purpose

The Port's overall objectives for the proposed Project are: (1) to provide a portion of the facilities needed to accommodate the projected growth in the volume of containerized cargo through the Port; (2) to comply with the Mayor's goal for the Port to increase growth while mitigating the impacts of that growth on the local communities and the Los Angeles region; and 3) to comply with the Port's Strategic Plan to maximize the efficiency and capacity of terminals while raising environmental standards through application of all feasible mitigation measures.

The USACE's project purpose under NEPA is described fully in the Draft EIS/EIR Section 2.3.2, NEPA Purpose and Need. Briefly, the overall purpose of the proposed Project is to increase and optimize the cargo-handling efficiency and capacity of the Port of Los Angeles at Berths 136-147 in the West Basin to address the need to optimize Port lands and terminals for current and future containerized cargo handling. Other proposed Project purposes include establishing needed container-handling facilities that would maximize the use of existing waterways and that would integrate into the overall use of the Port. The basic purpose of the proposed Project is maritime trade, which is a water-dependent activity.

ES.5.2 Project Overview

The proposed Project is located in the Port of Los Angeles, approximately 32 kilometers (km) (20 miles) south of downtown Los Angeles and immediately south of the Wilmington Community (Figure ES-1). The Berths 136-147 Terminal is

located in the north and eastern portions of the West Basin of the Port, in the Wilmington and San Pedro Districts (Figure ES-2). The terminal is roughly bordered by Harry Bridges Boulevard on the north; by Slip 1, Neptune Avenue, Water Street, and Fries Avenue on the east; by the Turning Basin to the south; and by Berths 118-131 to the west.

The proposed Project would expand and modernize the container terminal at Berths 136-147, upgrade existing wharf facilities, and install a buffer area between the terminal and the community. The proposed Project includes a 30-year lease and would involve two phases of construction (Phase I: 2008-2015, Phase II: 2015-2025). Throughput capacity is expected to be maximized in 2025 and then remain constant through 2038, the end of the 30-year lease period. Most of the proposed improvements would occur on 176 acres currently used as a container terminal operated by TraPac, but the proposed Project includes adding a total of 67 acres to the new terminal, 57 in Phase I and 10 in Phase II. The 57 acres added in Phase I are largely vacant or underutilized industrial lands adjacent to the existing terminal.

In 2003, the existing terminal handled 891,976 20-foot equivalent units (TEUs) of containerized cargo, and had 246 vessel calls. At full operation, expected to occur by 2025, the proposed terminal would handle approximately 2.4 million TEUs per year, which would be approximately 700,000 more than the terminal would be able to handle if no improvements were made (Table ES-1).

Major elements of the proposed Project are shown in Figure ES-3 and summarized in Table ES-1, and include the following:

- Expanding, redeveloping, and constructing container terminal facilities, including new buildings and gates, and constructing a new on-dock rail yard;
- Wharf and berth work, including dredging 295,000 cubic yards (cy), renovating 2,900 feet of wharf, and constructing 705 feet of new wharf;
- Installing five new gantry cranes to replace six existing gantry cranes;
- Relocating the Pier A rail yard to the backlands area of Berth 200;
- Constructing a 500-space parking lot for union workers;
- In Phase II, filling the 10-acre Northwest Slip, constructing backlands facilities on the fill, and constructing a new 400-foot wharf along the edge of the fill; and
- Widening Harry Bridges Boulevard and constructing a new 30-acre buffer area between "C" Street and Harry Bridges Boulevard.

Figure ES-1. Project Location within the Region

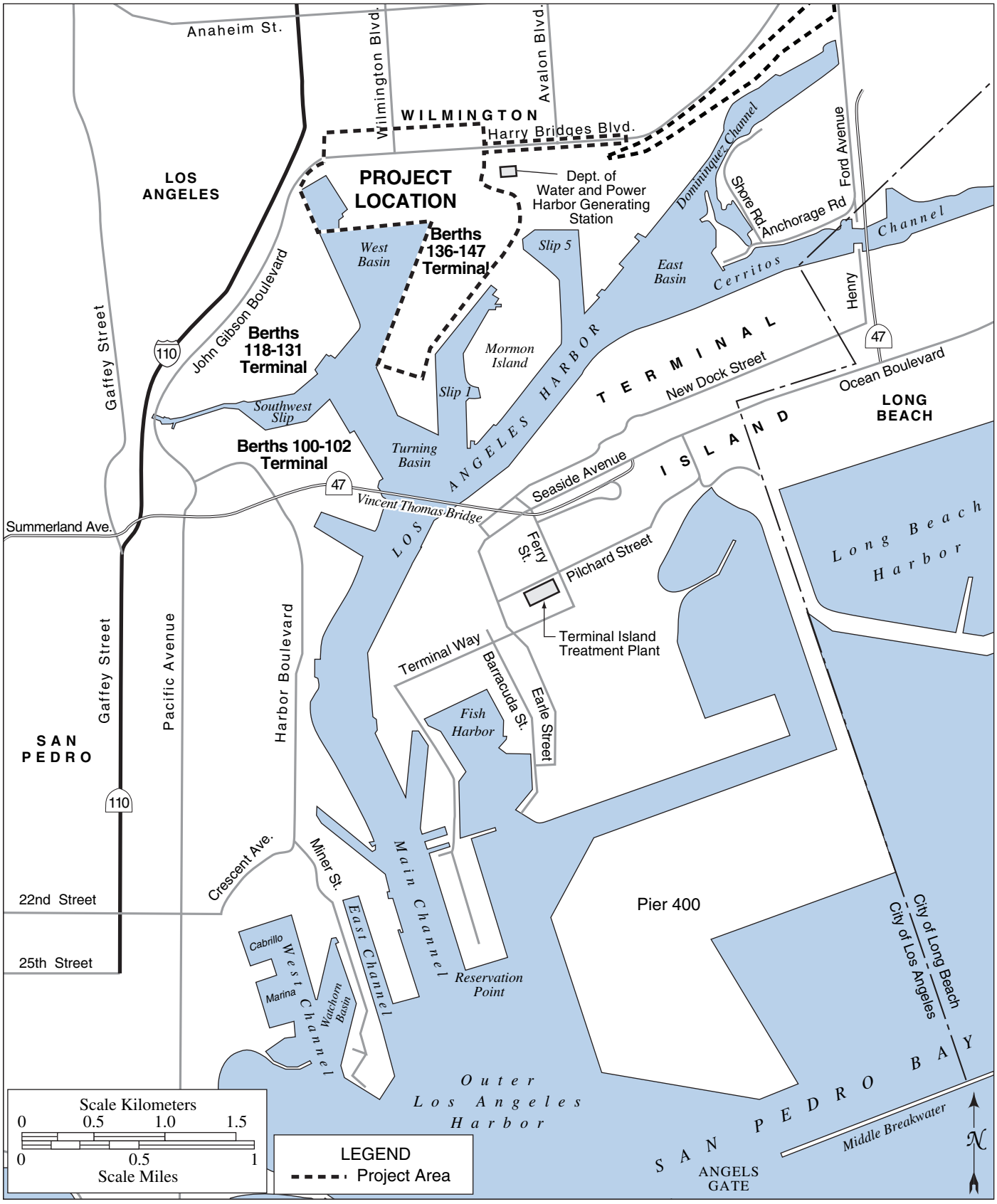
Table ES-1. Project Summary Matrix

Berths 136-147	*CEQA Baseline*	*NEPA Baseline*		*Proposed Project*	
	2003	YEAR 2015	YEAR 2038*	YEAR 2015	YEAR 2038*
OPERATIONS					
Gross Acres	176	233	233	233	243
Annual Ship Calls	246	283	250	309	334
Annual TEUs	891,976	1,491,200	1,697,000	1,747,500	2,389,000
Number of Cranes	13#	11#	11#	12	12
Annual Truck Trips	1,197,589	1,291,247	1,200,205	1,607,093	1,880,401
Annual Rail Trips	731	925	1,351	1,085	1,434
Total Number of Access Gates	3	2	2	2	2
CONSTRUCTION					
Fill into Waters of U.S. (cubic yards)	0	0	0	0	800,000
Dredging (cubic yards)	0	0	0	295,000	3,000
Length of New Wharf**	0	0	0	705	400
Length of Seismic Retrofit Wharf**	0	0	0	2,900	0

Notes: * Maximized at Year 2025

** Linear feet

This number reflects the baseline conditions (December 2003). Two 50-gauge cranes at Berths 145 and 146 were removed in the spring of 2007.



ES-2. Project Location

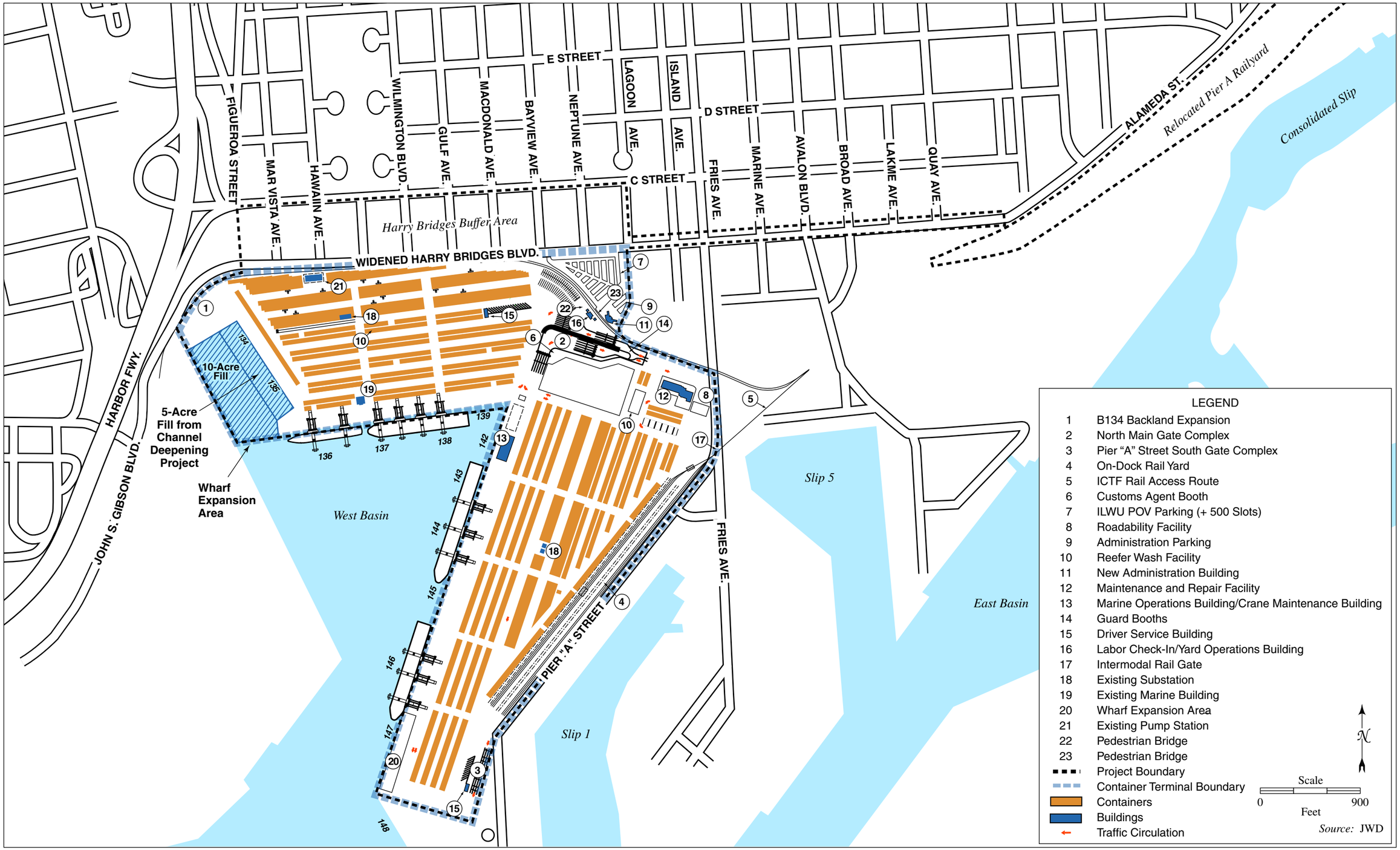


Figure ES-3. Proposed Project Layout (Conceptual)

ES.5.3 Project Description

The specific elements of the proposed Project are described in greater detail in Section 1.2, Project Background.

ES.5.3.1 Expanded Terminal Backlands

Phase I development would include adding 57 acres of backland area to the marine terminal for container storage through 1) the redevelopment of 52 acres of existing industrial land within the proposed Project area and 2) the development of 5 acres of fill in the Northwest Slip. Part of the existing industrial land is vacant, part is underutilized by current uses, and part is occupied by the Pier A rail yard, which would be relocated. The creation of the proposed 5-acre fill is a separate project being analyzed as part of the Channel Deepening Project SEIS/EIR (USACE and LAHD in preparation).

The existing main guard station, administration building, reefer wash facility, maintenance and repair and roadability facility, longshore restroom, yard operations building, and Pacific Harbor Line office would all be demolished and replaced by new buildings (Figure ES-3). The terminal would have two new truck gates and a new 500-space International Longshore and Warehouse Union (ILWU) parking lot with a pedestrian under- or overpass to the main terminal. Existing utilities would be relocated and new ones installed as necessary.

After the land is cleared, the areas would be graded, paved, and improved with striping, lighting, fencing, utilities, buildings (including a Leadership in Energy and Environmental Design (LEED)-certified administration building), and other typical backland elements, and the new ILWU parking lot would be installed along with the under- or overpass. The proposed 5 acres of land created in the Northwest Slip by the Channel Deepening Project would also be graded, paved, and improved with striping, lighting, and fencing. Demolition and construction would involve diesel-powered construction equipment, excavators, haul trucks, material delivery trucks, cement trucks, and paving equipment, and could occur over most of the Phase I construction period.

Phase II of the proposed Project would add 10 acres of backland at Berth 134 to improve the efficiency of the container terminal by filling in the remaining 10 acres of the Northwest Slip (Figure ES-3). The fill would be constructed of 800,000 cubic yards of material from other, future dredging projects or from dredged material stored at underwater sites; some imported upland fill would likely also be used. The new fill would be confined by a rock dike across the mouth of the Northwest Slip. The surface of the fill would be converted to additional container terminal backlands with paving, lighting, and fencing. Note that if the 5-acre fill is not permitted through the Channel Deepening Project, then the 10-acre fill would not be built in Phase II and the Project would resemble the Reduced Fill Alternative (see Section ES.6.2.2).

The new fill would be placed by a combination of hydraulic and clamshell dredges, and the rock dike would be constructed of 50,000 cubic yards of Catalina Island quarry rock conveyed to the site by tug/barge combinations. Development of the fill

would involve diesel-powered construction equipment, excavators, haul trucks, material delivery trucks, cement trucks, and paving equipment.

ES.5.3.2 Berths and Wharf Facilities

The waters adjacent to Berths 144-147 would be deepened by dredging to match the planned -53-foot (mean lower low water [MLLW]) channel depth that is expected to be achieved by the Channel Deepening Project. Approximately 295,000 cubic yards of sediments would be dredged and disposed of at an upland site, in an available confined disposal facility or approved/permitted open water/ocean site (see below).

The existing wharves at Berths 146-147 would be replaced by new wharves capable of serving modern container ships, and a new, 705-foot wharf would be constructed at the south end of Berth 147. Berths 136-139 and 145-146 (approximately 2,900 feet of wharf) would be upgraded to meet current seismic standards. In Phase II a new 400-foot extension of the Berth 136-138 wharf would be extended by 400 feet into Berth 134, along the south edge of the 10-acre landfill.

The proposed Project would include new electric-powered wharfside gantry cranes. At the time of the NOI/NOP there were 13 cranes at the terminal. The proposed configuration would be as follows: two cranes at Berths 136-139 would be removed and replaced by one crane, and four cranes at Berths 144-147 would be removed and replaced by four new cranes. This would result in a total of 12 cranes at the container terminal, one less than present in the baseline year of 2003.

Construction of the new wharves would require placement of approximately 179,500 cy of rock barged from Catalina Island for the rock dike, placement of 24,000 cy of fill behind the bulkhead, dredging of an additional 3,000 cubic yards of sediment at the base of the rock dike, and placement of 380 piles to support the new wharf. The rock would be brought to the site on barges pulled by tugboats and placed in the dike by being pushed off the barges by bulldozers. The piles would be installed by a barge-mounted pile driver that would be brought to the site and maneuvered by a tugboat and supported by a workboat. Demolition of old wharves, seismic upgrades, and construction of new wharves would require diesel-powered construction equipment, haul trucks, material delivery trucks, cement trucks, and paving equipment.

Dredged sediments could be disposed of in a number of ways depending on their chemical and structural qualities (see Section 1.2.4.4.1). Dredge material suitable for open water disposal would be disposed of at an EPA-approved ocean dumping site (LA-2 or LA-3), at the Pier 400 dredge material storage site, or in an available/permitted fill site in the Port of Los Angeles or Long Beach. If dredge material is not suitable for open water disposal, then it would be disposed of at the Port's Anchorage Road Disposal Site or in an available/approved confined disposal site (CDF) in the Port of Los Angeles or Port of Long Beach. Dredging would likely be accomplished by a barge-mounted clamshell dredge and conveyed to the disposal site(s) by hopper barges hauled by tugboats. Upland disposal would also involve diesel-powered earthmovers, trucks, and loaders to de-water the sediments at a waterfront site and convey the de-watered sediments to the disposal site.

ES.5.3.3 New and Relocated Rail Facilities

The proposed Project includes an on-dock rail yard (Figure ES-3) to be constructed on the site of the existing Pier A rail yard. The new rail yard would require approximately 10 acres of land and consist of tracks totaling 16,200 feet. The rail yard would connect via lead tracks to the Alameda Corridor.

The Pacific Harbor Line's (PHL) Pier A rail yard would be relocated to a 70-acre area northeast of the existing terminal, between the Consolidated Slip and Alameda Street (Figure ES-3). The new rail yard would include 125,630 feet of track, a locomotive service facility, offices, and storage areas.

Demolition of the existing rail yard and construction of the new ones would require heavy-duty construction equipment, specialized diesel-powered ballasting and track-laying machines, excavators, loaders, dirt-hauling trucks and trucks to haul away demolition debris, cement trucks, heavy-duty on-road trucks delivering structural materials, and cranes and other fabrication equipment.

ES.5.3.4 Harry Bridges Boulevard and Buffer Area

Harry Bridges Boulevard would be widened and realigned in its current location, and a 30-acre landscaped area would be constructed between Harry Bridges Boulevard and "C" Street, from Figueroa Street to Lagoon Avenue, on vacant, Port-owned property (Figure ES-3). Although widened, the roadway would remain a two-lane highway in each direction with a landscaped median strip. The north-south streets within this area and their intersections with Harry Bridges Boulevard would be removed, with the exception of King Avenue, which would remain open. The topography would consist of a low berm (to a maximum of 16 feet) along the northern edge of the Project and gentle grades; landscaping would include grass, trees, and other plant material, as well as paths, benches, hardscaping, water features, pedestrian bridges, restrooms, utilities, a playground, and incidental architectural structures. The open space would serve public gatherings, community events, informal play, sitting, and promenading.

Clean fill material would be imported to construct the berm. Demolition of streets and sidewalks would require heavy-duty, diesel-powered demolition equipment, heavy-duty on-road trucks to haul away demolition debris. Widening of Harry Bridges Boulevard, and construction of the buffer area would require graders, excavators, dirt-haul trucks, concrete trucks and heavy-duty on-road trucks delivering structural materials, paving equipment, and cranes and other fabricating equipment.

The Harry Bridges Buffer Area is being pursued as an element of the Berths 136-147 Container Terminal Project because of its planning and land acquisition history. Approval (or disapproval) and implementation of the Harry Bridges Buffer Area component of the Project will occur separately from the Wilmington Waterfront Development Program and is not contingent upon approval of any other project under that Program.

The proposed Project does not include fencing off the buffer area to prevent public access, although that alternative was pursued during Project design (see Section

2.5.2.12, Alternatives for the Harry Bridges Buffer Area, of the Draft EIS/EIR). However, the public health issues surrounding public access to an area close to transportation corridors are evaluated in the Draft EIS/EIR Section 3.2, Air Quality and Meteorology.

ES.5.3.5 Project Operations

Project operations are described in detail in Section 1.2.4.2, Project Elements. The completed Berths 136-147 Terminal could handle a maximum of approximately 2,389,000 TEUs (1,277,540 containers) per year. That maximum capacity is expected to be reached by 2025 (Table ES-1).

The operation of container vessels, their loading and unloading, and the handling of containers in the terminal are described in Section 1.1.2 of the Draft EIS/EIR (General Description of Container Terminal Operations). A total of four vessels could be berthed at the terminal at any one time, but the more usual case would be two vessels at berth. At maximum capacity, the terminal would experience approximately 334 vessel calls per year by 2025. Vessels would be required to use a combination of Alternative Maritime Power (AMP) and low-sulfur fuel, as described in Section 3.2.4.4 of the Draft EIS/EIR (Proposed Project Impacts and Mitigation), to reduce emissions from main and auxiliary engines.

By 2025 the terminal would generate approximately 5,152 daily truck trips. Those trips would include local cargo (principally Southern California but including Northern California, Arizona, Nevada, and Utah), national cargo hauled entirely by truck, and intermodal cargo that would consist of containers that could not be accommodated by the terminal's on-dock rail yard. Non-intermodal cargo, both local and national, would be hauled to and from the terminal gates by trucks. As rail use increases over time, the proportion of cargo hauled by truck would decrease, but terminal planners estimate that in 2025 and thereafter, approximately 70 percent of the terminal's cargo (approximately 4,500 truck trips per day) would move by truck at least as far as an off-site rail yard.

The new on-dock rail yard would handle cargo only from the Berths 136-147 terminal. The rail yard could handle approximately 700,000 TEUs (374,331 containers) annually, or approximately 30 percent of the terminal's projected 2025 maximum throughput of 2.4 million TEUs per year. Containers would be hauled by yard tractors between the vessel berths and the new rail yard. At the rail yard they would be lifted onto and off of railcars by mobile cranes or Rubber-Tired Gantry cranes (RTGs). The rail yard would be operated 24 hours per day, 350 days per year, and could handle up to four double-stack unit trains each day, each train carrying an average of 330 containers (the annual rail trips in Table ES-1 include trips from off-site rail yards).

ES.6 Alternatives to the Proposed Project

NEPA (40 Code of Federal Regulations [CFR] 1502.14[a]) and CEQA Guidelines Section 15126.6, respectively, require that an EIS and an EIR describe a range of reasonable alternatives to the Project that could feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any significant

environmental impacts. The EIS/EIR should briefly describe the rationale for selection and rejection of alternatives, compare the merits of the alternatives, and determine an environmentally superior alternative.

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

ES.6.1 Alternatives Considered

Eighteen alternatives, including the proposed Project and the No Project Alternative, were considered and evaluated in regards to how well each met the objectives for the Project. Twelve of these alternatives were eliminated from detailed consideration for various reasons, as discussed in Section ES.6.3 and in Section 2.5.2 of the Draft EIS/EIR. Five of the alternatives met most of the Project objectives. These five alternatives are evaluated co-equally with the proposed Project for all environmental resources in Chapter 3 in the Draft EIS/EIR. See Section ES.6.2, below, for a summary evaluation. Chapter 6 of the Draft EIS/EIR (as summarized in Section ES.7.3) compares the proposed Project and these five alternatives and identifies the environmentally preferred and environmentally superior alternative.

ES.6.2 Alternatives Analyzed in This EIS/EIR

The five alternatives considered in this Final EIS/EIR are: 1) the No Project Alternative, 2) the Reduced Fill Alternative, 3) the Reduced Wharf Alternative, 4) the Omni Terminal Alternative, and 5) the Landside Improvements Alternative. Table ES-2 summarizes the key features of the proposed Project and alternatives, and Figure ES-4 shows the proposed Project and the five alternatives.

ES.6.2.1 Alternative 1 – No Project Alternative

This alternative considers what would reasonably be expected to occur on the site if no LAHD or federal action would occur. The Port would not issue any permits or discretionary approvals, and would take no further action to construct and develop additional backlands or any aspect of the proposed Project. The USACE would not issue any permits or discretionary approvals for dredge and fill actions or for construction of wharves, and there would be no significance determinations under NEPA. This alternative would not allow implementation of the proposed Project or other physical improvements at Berths 136-147. The terminal would remain at its current size of 176 acres and in its current configuration. Forecasted increases in cargo throughput would still occur as greater operational efficiencies are made. Recently approved projects would be in place, such as the original Channel Deepening Project SEIS/SEIR (USACE and LAHD 2000) and the more recent Channel Deepening Project for Additional Disposal Areas SEIS/SEIR (USACE and LAHD in preparation) would most likely also be implemented, but this and other currently proposed projects are subject to discretionary approval by the Port and various responsible agencies.

Under this alternative, no construction impacts would occur. The terminal would continue to be operated by TraPac under the current holdover lease. There would be operational impacts: cargo ships that currently berth and load/unload at the terminal would continue to do so, terminal equipment would continue to handle cargo containers, and trucks would continue to pick up and deliver containers to local and national destinations and regional intermodal facilities. Under this alternative, environmental controls imposed by local, state, and federal regulatory agencies would be implemented. Additionally, anticipated port-wide CAAP measures, such as a tug program, would also be applied. Because these programs have not yet been fully developed, they are not assumed in emissions reductions. There would be no on-dock rail yard or new cranes under this alternative. This alternative would result in a maximum throughput of 1,697,000 TEUs (907,487 containers), approximately 250 vessel calls, and 1,961,395 truck trips per year by 2025. For a variant of this No Project Alternative see Alternative 5 – Landside Improvements/CEQA No Project Variant, that maintains the same throughput but includes a new lease with an on-dock rail facility and project-specific environmental controls.

Table ES-2. Summary of Proposed Project and Alternatives at Full Buildout (2038†)*

	Terminal Acres	*Annual Ship Calls*	*Annual TEUs (in millions)*	*Cranes*	*Total Fill (cubic yards)*	*New Wharves (linear feet)*
Proposed Project	243	334	2.389	12	800,000	1,105
No Project Alternative 1	176	250	1.697	11#	0	0
Reduced Project: Project Without the 10-Acre Fill Alternative 2	233	334	2.389	12	0	705
Reduced Wharf Alternative 3	233	300	2.035	12	0	0
Omni Terminal Alternative 4	202	83	0.566	11#	0	0
Landside Improvements Alternative 5	190	250	1.697	11#	0	0

Notes:

* This table summarizes the major features of the proposed Project and alternatives.

† Throughput is maximized in Year 2025.

\# Although there were 13 cranes in place under baseline conditions (December 2003), 2 were removed in Spring 2007, so that alternatives not involving wharf work would have only 11 cranes in the future.

ES.6.2.2 Alternative 2 – Reduced Project: The Project Without The 10-Acre Fill

This alternative is the same as the proposed Project except that the 10-acre Northwest Slip would not be filled for additional backland storage area, and the 400-foot wharf extension adjacent to it would not be built, which would result in decreased container movement efficiency when compared with the proposed Project. Because the Phase II

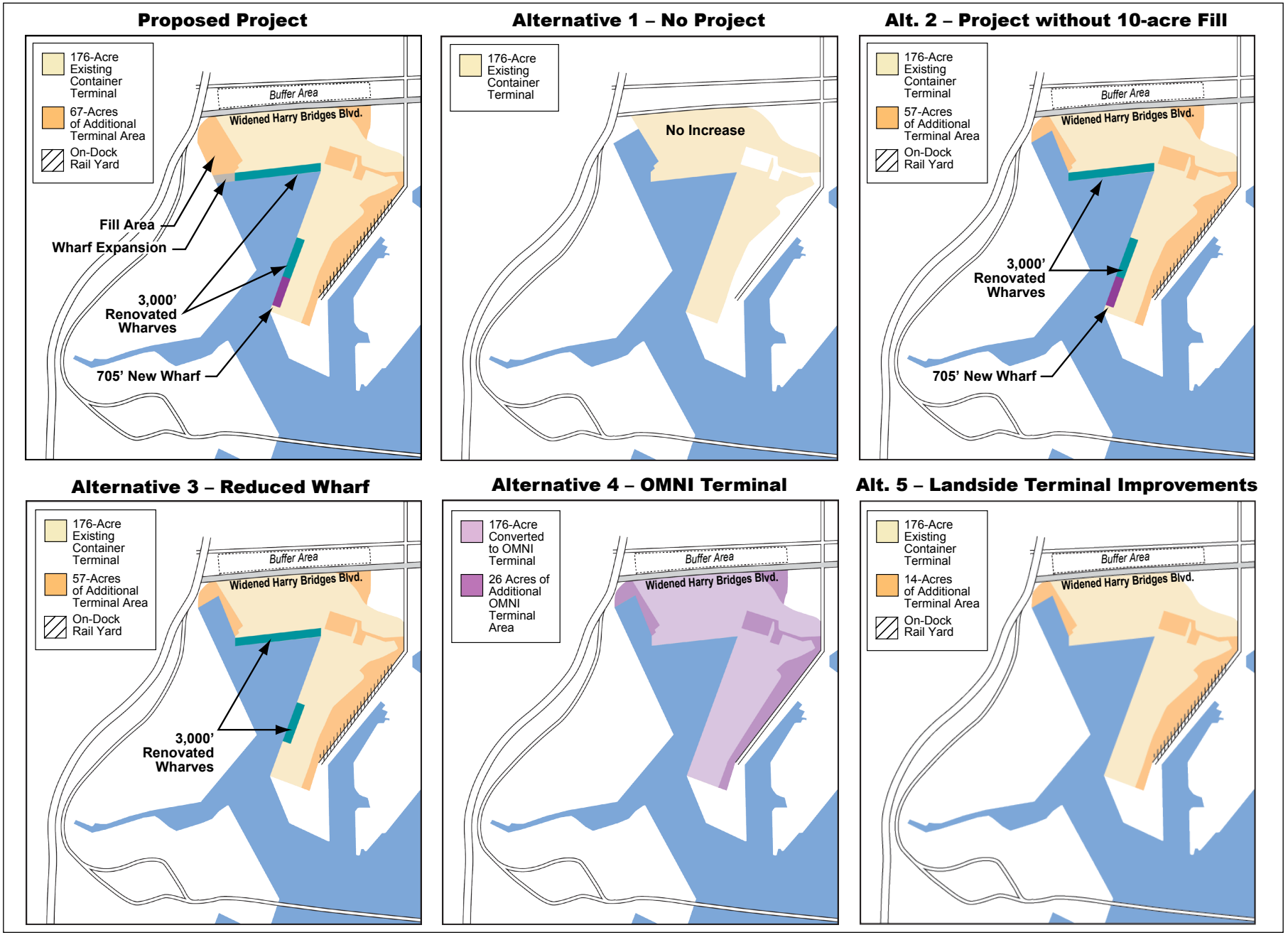


Figure ES-4. Container Terminal Changes Under the Proposed Project and Alternatives

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fill would not be built, terminal size would remain constant at 233 acres. Other Project components, such as the relocation of the Pier A rail yard, construction of the new on-dock rail yard, widening of Harry Bridges Boulevard, and development of the Harry Bridges Buffer Area would occur as described in Chapter 1. Construction of Alternative 2 would also include constructing a new LEED-certified administration building, and new, modern maintenance and ancillary buildings and demolishing existing buildings; constructing two new gates to improve truck ingress/egress to the facility; and installing utilities, paving, fencing, and lighting as necessary.

At full capacity, assumed to occur by 2025, this alternative would result in the same amount of container throughput as the proposed Project (2,389,000 TEUs or 1,277,540 containers per year), the same number of vessel calls per year (approximately 334 per year), the same number of rail trips (1,148 per year at the on-dock rail yard and 286 at off-site rail yards), and the same maximum number of truck trips (1,880,401 per year). The throughput and vessel call projections are based on the number of available berths and the rail and truck trips are driven by the throughput and size of rail yard, which is why projections are the same between the proposed Project and Alternative 2. However, the additional 10 acres would improve cargo handling efficiencies by providing more backland space for handling cargo.

In Alternative 2, the terminal would be operated under a new 30-year lease between the terminal operator and the Port. The new lease would include environmental controls that are not part of TraPac's current lease. Those controls would be imposed pursuant to the Port Environmental Policy, Clean Air Action Plan, and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006, Section 1.3). The lease would include emissions standards for terminal equipment; participation in the vessel speed reduction program; low sulfur fuel requirements; AMP; clean truck requirements; and measures unrelated to air quality such as storm water management. Those measures would be essentially the same as the measures identified as mitigation measures for the proposed Project.

Construction of Alternative 2 would be similar to the proposed Project, as described in Section ES.5.3, except for the following:

- Omitting the 10-acre fill would eliminate the need to import 800,000 cubic yards of fill and 50,000 cubic yards of rock for the dike, and eliminate the construction of paving, utilities, fencing, striping, and lighting.
- Not building the 400-foot wharf extension would eliminate the need to drive 397 piles, construct 44,000 square feet of concrete wharf, place 12,000 cy of imported fill, and dredge 3,000 cy of sediments.

ES.6.2.3 Alternative 3 – Reduced Wharf

This alternative is the same as the proposed Project except that the proposed new 705-foot wharf at Berth 147 would not be constructed, the 10-acre Northwest Slip would not be filled for additional container storage area, and the 400-foot wharf extension adjacent to it would not be built. This alternative would include expanding

the terminal by 57 acres; implementing the backlands improvements and wharf seismic improvements described in Chapter 1; relocation of the Pier A rail yard; construction of the new on-dock rail yard; and widening Harry Bridges Boulevard and development of the Harry Bridges Buffer Area. Construction of Alternative 3 would also include constructing a new LEED-certified administration building and new, modern maintenance and ancillary buildings and demolishing existing buildings; constructing two new gates to improve truck ingress/egress to the facility; and installing utilities, paving, fencing, and lighting as necessary.

This alternative would result in a container terminal of 233 acres with a maximum throughput of 2,035,000 TEUs (1,088,235 containers) per year, and approximately 300 vessel calls per year by 2025. This alternative would result in the same number of rail trips from the on-dock yard (1,148 per year) as the proposed Project and Alternative 2, and a maximum of 1,456,293 annual truck trips. Alternative 3 would be subject to the same environmental control measures as the proposed Project.

In Alternative 3, the terminal would be operated under a new 30-year lease between the terminal operator and the Port. The new lease would include environmental controls that are not part of TraPac's current lease. Those controls would be imposed pursuant to the Port Environmental Policy, Clean Air Action Plan, and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006; Section 1.3), and would include emissions standards for terminal equipment; participation in the vessel speed reduction program; low sulfur fuel requirements; AMP; clean truck requirements; and measures unrelated to air quality such as storm water management. Those measures would be essentially the same as the measures identified as mitigation measures for the proposed Project.

Construction of this alternative would be similar to Alternative 2 except that the omission of the 705-foot wharf extension at Berth 147 would eliminate the need to drive 380 piles, construct 78,135 square feet of concrete wharf, place 179,500 cy of rock and 24,000 cy of fill, and dredge and dispose of 3,000 cy of sediment.

ES.6.2.4 Alternative 4 – Omni Terminal

This alternative would convert the Project area into an omni-cargo handling terminal, similar to the Pasha Stevedoring & Terminals L.P. (Pasha) operation currently operating at Berths 174-181. The Omni Terminal Alternative would differ from the proposed Project in several ways:

- No seismic upgrades to the existing wharves;
- No new wharf construction;
- No change in existing cranes; and
- No 10-acre fill of the Northwest Slip.

Because no new fill, dredging, or wharf construction would be needed, the omni terminal would require no federal permits for in-water construction and there would be no significance determinations under NEPA.

Backland development would result in a 202-acre terminal. However, there would be no on-dock rail yard and the Pier A rail yard would not be relocated. The backlands redevelopment would include different buildings than those included in the proposed Project, and the configuration of the utilities, striping, and lighting would be different.

It is assumed that one-third of the omni terminal would be used for container cargo (565,700 TEUs per year in 2025), one-third for automobile off-loading/transport (31,920 automobiles per year), and one-third for break-bulk use (315,336 metric tons per year in 2030). Approximately 83 vessel calls per year would be expected by 2025. There would be no rail trips from an on-dock yard because the on-dock yard would not be built, but intermodal cargo would generate a maximum of 483 trains per year to and from off-site rail yards. This alternative would generate a maximum of 692,193 truck trips per year.

Alternative 4 would be operated under a new 30-year lease between the terminal operator and the Port. The new lease would include environmental controls that are not part of the current lease. Those controls would be imposed pursuant to the Port Environmental Policy, Clean Air Action Plan, and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006, Section 1.3). The lease would include emissions standards for terminal equipment; participation in the vessel speed reduction program; low sulfur fuel requirements; clean truck requirements; and measures unrelated to air quality such as storm water management. Those measures would be essentially the same as the measures identified as mitigation measures for the proposed Project.

Construction of Alternative 4 would include the addition of 26 acres of land to the terminal, including the 5-acre fill placed under the Channel Deepening project. Construction would require paving, fencing, and striping; the demolition of the existing administration and maintenance buildings and the main gate; construction of new buildings and gates; and construction of the Harry Bridges Buffer Area and the associated roadway widening as described in Chapter 1.

ES.6.2.5 Alternative 5 – Landside Terminal Improvements/CEQA No Project Variant

Alternative 5 comprises only the upland infrastructure components of the proposed Project, including new terminal buildings, new truck gates, an on-dock rail yard, a new 500 space ILWU parking lot, and the paving, fencing, utilities, and lighting necessary for the infrastructure changes. The Pier A rail yard would be relocated as in the proposed Project, and PHL's operations transferred to the new rail yard. The new terminal's area would be 190 acres including area for the new on-dock rail yard, terminal buildings, and gate modifications. This alternative would not include new land for container storage. This Alternative includes widening Harry Bridges Blvd. and constructing the Harry Bridges Buffer Area. The reconstructed terminal would be operated under a new lease with the Port.

Under Alternative 5, the terminal would be operated under a new 30-year lease between the terminal operator and the Port. The new lease would include environmental controls that are not part of the current lease. Those controls would be imposed pursuant to the Port Environmental Policy, Clean Air Action Plan, and the

Port of Los Angeles Real Estate Leasing Policy (LAHD 2006, Section 1.3). The lease would include emissions standards for terminal equipment; participation in the vessel speed reduction program; low sulfur fuel requirements; AMP; clean truck requirements, and measures unrelated to air quality such as storm water management. Those measures would be essentially the same as the measures identified as mitigation measures for the proposed Project.

Under Alternative 5, the terminal would handle approximately 1,355,200 TEUs in 2015 and 1,697,000 in 2025 through 2038, the same as the No Project alternative. Throughput limitations are imposed by the limited berth capacity and backlands acreage. Thus, Alternative 5 is a variant of the CEQA No Project Alternative (Alternative 1). Both the No Project Alternative and Alternative 5 would generate the same throughput, but Alternative 5 includes discretionary action and permits by the LAHD that would include a new lease with environmental controls.

In order to incorporate environmental controls, construction of Alternative 5 would include: constructing a new LEED-certified administration building, and modern maintenance and ancillary buildings; constructing two new gates to improve truck ingress/egress to the facility; relocating the existing Pier A rail yard and building an on-dock rail yard in its place to switch as much cargo as possible from truck to rail. In order to implement these project elements, Alternative 5 would require 190 acres for the on-dock rail and gate improvements, and would require demolition of existing buildings and installation of utilities, paving, fencing and lighting as necessary. The No Project Alternative and Alternative 5 have the same throughput because even with landside improvements/efficiencies, the terminal becomes constrained at the berth (see Section 1.1.2, General Description of Container Terminal Operations, of the Draft EIS/EIR for a discussion of terminal operation and constraints).

In this alternative, there would be no wharf upgrades, no new wharves or container cranes, no dredging to deepen berths and no 10-acre fill in the Northwest Slip. Alternative 5 is a No Federal Action alternative, which would not require a USACE permit. Because there would be no federal action or permit, there would be no significance determinations under NEPA for this alternative. This alternative differs from the NEPA baseline however, in that only the upland infrastructure components are constructed but no new backland area for container storage is added. Therefore, while throughput has the potential to grow due to operational changes, actual throughput growth is constrained in 2015 by significantly less acreage and lack of operational changes in this time frame.

ES.6.3 Alternatives Eliminated from Further Consideration

The alternatives below were determined to be infeasible and were eliminated from further consideration in this Final EIS/EIR, pursuant to CEQA Guidelines, Section 15126.6. Additional details regarding these alternatives and the reasons for rejecting them are included in Chapter 2, Section 2.5.2 of the Draft EIS/EIR.

- Use of other ports outside Southern California;
- Expansion of terminals within Southern California but outside the Los Angeles Harbor District;
- Lightering;
- Off-site backland alternatives;
- Development of new landfills and terminals outside Berths 136-147 Terminal area and the adjoining West Basin area;
- Shallower dredge depth;
- Alternative shipping use of the terminal;
- Other sites within the Los Angeles Harbor District;
- Non-shipping use of the terminal;
- Harry Bridges Boulevard relocated to provide additional container storage area;
- Development and operation of a smaller terminal without an on-dock rail yard; and
- Alternative designs for the Harry Bridges Boulevard Buffer Area.

ES.7 Summary of Impacts and Mitigation Measures

ES.7.1 Environmental Impacts

The USACE and the LAHD determined that an EIS/EIR should be prepared for the proposed Project. The USACE issued a Notice of Intent (NOI) to prepare an EIS on October 27, 2003, and the LAHD issued a Notice of Preparation (NOP) and CEQA Initial Study and Environmental Assessment Checklist for the TraPac Berths 136-147 Container Terminal Project EIS/EIR on October 19, 2003.

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

ES.7.1.1 Impacts Not Considered in This Draft EIS/EIR

The scope of this Final EIS/EIR was established based on the NOI and NOP, which identified potential impact areas of the proposed Project. The NOP also determined that agricultural resources, mineral resources, and population and housing would not

be affected by the proposed Project. In accordance with CEQA, issues found in the NOP/Initial Study that have no impact do not require further evaluation in the EIS/EIR. However, the Port determined later that potential impacts to both mineral resources and population should be addressed in the EIS/EIR. Impacts to population are discussed in the Draft EIS/EIR, Chapters 5 and 7, while impacts to mineral resources are discussed in Section 3.5 of Chapter 3.

ES.7.2 Impacts of the Proposed Project and Alternatives

Based on the NOI, NOP, and the scoping process for this Final EIS/EIR, the following issues (resource areas) have been determined to be potentially significant or are required to be analyzed, and are, therefore, included in this Final EIS/EIR.

- Aesthetics and Visual Resources
- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Noise
- Transportation and Circulation
- Marine Vessel Transportation
- Utilities and Public Services
- Water Quality, Sediments, and Oceanography

Sections 3.1 through 3.13 of the Draft EIS/EIR discuss the anticipated potential environmental effects of the Project and alternatives. These resource areas are discussed in each section, and mitigation measures to avoid the impacts or to reduce the impacts to a less than significant level are proposed whenever possible. In addition, Chapter 5, Environmental Justice, evaluates the potential for the proposed Project to result in high and adverse effects that disproportionately affect low income and/or minority populations. Summary descriptions of the significant impacts, mitigation measures, and residual impacts for the proposed Project and alternatives are provided in Table ES-3. This table also presents significant Cumulative impact results and Environmental Justice effects determinations.

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

*All Mitigation measures are summaries of much more detailed mitigation measures found in the individual impact sections.

Alternative	*Environmental Impacts*[$]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology				
Proposed Project	**AQ-1**: Construction would produce emissions that would exceed SCAQMD emission significance thresholds.	CEQA: Significant impact for VOC, NO_X, SO_X, $PM_{10}/PM_{2.5}$ emissions in Phase 1 Significant impact for VOC, NO_X and $PM_{2.5}$ emissions in Phase 2 Measured pollutants: VOC, CO, NO_X, SO_X, $PM_{10}/PM_{2.5}$	**AQ-1**: Harbor Craft for Crane and Sheet-pile Deliveries and Construction **AQ-2** Fleet Modernization for On-Road Trucks **AQ-3** Fleet Modernization for Construction Equipment **AQ-4** Best Management Practices (BMPs) **AQ-5** Additional Fugitive Dust Controls **AQ-18A** General Mitigation Measure **AQ-25** Special Precautions near Sensitive Sites	CEQA*: Significant impact after mitigation from NO_X, SO_X, and $PM_{10}/PM_{2.5}$ emissions in Phase I Significant impact after mitigation from NO_X and $PM_{10}/PM_{2.5}$ emissions in Phase 2
		NEPA: Significant impact for VOC, $PM_{10}/PM_{2.5}$ and NO_X emissions in Phase 1 Significant impact for VOC, NO_X and $PM_{2.5}$ emissions in Phase 2	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25**	NEPA*: Significant impact after mitigation from NO_X and SO_X emissions in Phase 1 Significant impact after mitigation from NO_X and $PM_{2.5}$ in Phase 2
Alternative 1	**AQ-1**: Alternative 1 would not produce construction emissions that would exceed a SCAQMD emission significance threshold.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology (continued)				
Alternatives 2&3	**AQ-1**	CEQA: Significant impact for VOC, NO_X, SO_X, and PM/$PM_{2.5}$ emissions in Phase 1 Phase 2 impacts not applicable Measured pollutants: VOC, CO, NO_X, SO_X, PM_{10} and $PM_{2.5}$ NEPA: Significant impact for SO_X, and NO_X emissions in Phase 1 Phase 2 impacts not applicable	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25** **AQ-1** through **AQ-5**, **AQ 18A, and AQ-25**	CEQA*. Significant impact after mitigation from VOC, NO_X, SO_X, PM_{10} and $PM_{2.5}$ emissions in Phase 1. Phase 2 impacts not applicable NEPA*: Significant impact after mitigation from NO_X, and SO_X emissions in Phase 1 Phase 2 impacts not applicable
Alternative 4	**AQ-1**	CEQA: Significant impact for VOC, NO_X, and PM_{10}/$PM_{2.5}$ emissions NEPA: Not applicable	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25** Mitigation not required	CEQA: Significant impact after mitigation for NO_X and PM_{10}/$PM_{2.5}$ emissions Less than significant impact after mitigation for all other pollutants NEPA: Not applicable
Alternative 5	**AQ-1**	CEQA: Significant impact for VOC, NO_X, and PM_{10}/$PM_{2.5}$ emissions NEPA: Not applicable	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25** Mitigation not required	CEQA: Significant impact after mitigation for NO_X and PM_{10}/$PM_{2.5}$ emissions Less than significant impact after mitigation for all other pollutants NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology (continued)				
Proposed Project	**AQ-2**: Construction of the proposed Project or Alternatives would result in offsite ambient air pollutant concentrations that would exceed a SCAQMD threshold of significance.	CEQA: Significant impact for 1-hr NO_2 and 24-hr PM_{10}/$PM_{2.5}$emissions in Phase 1 Phase 2 impacts not applicable Measured pollutants: 1-hr NO_2, 1-hr CO, 8-hr CO, 24-hr PM_{10}/ $PM_{2.5}$	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25**	CEQA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions in Phase 1
		NEPA: Significant impact for 1-hr NO_2, 24-hr PM_{10}/$PM_{2.5}$ emissions in Phase 1 Phase 2 impacts not applicable	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25**	NEPA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions in Phase 1
Alternative 1	**AQ-2**: Alternative 1 construction would not result in offsite ambient air pollutant concentrations that would exceed a SCAQMD threshold of significance.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternative 2	**AQ-2**	CEQA: Significant impact for 1-hr NO_2 and 24-hr PM_{10}/$PM_{2.5}$ emissions	**AQ-1** through **AQ-3**, **AQ-5, AQ-18A and AQ-25**	CEQA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions
		NEPA: Significant impact for 1-hr NO_2 and 24-hr PM_{10}/$PM_{2.5}$	**AQ-1** through **AQ-3**, **AQ-5, AQ-18A and AQ-25**	NEPA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions
Alternative 3	**AQ-2**	CEQA: Significant impact for 1-hr NO_2 and 24-hr PM_{10}/$PM_{2.5}$ emissions	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25**	CEQA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions
		NEPA: Significant impact for 1-hr NO_2 and 24-hr PM_{10}	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25**	NEPA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology (continued)				
Alternative 4	**AQ-2**	CEQA: Significant impact for 1-hr NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions NEPA: Not applicable	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25** Mitigation not required	CEQA: Significant impact after mitigation for 1-hour NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions NEPA: Not applicable
Alternative 5	**AQ-2**	CEQA: Significant impact for 1-hour NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions NEPA: Not applicable	**AQ-1** through **AQ-5**, **AQ 18A, and AQ-25** Mitigation not required	CEQA: Significant impact after mitigation for 1-hour NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions NEPA: Not applicable
Proposed Project	**AQ-3**: The proposed Project or Alternatives would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance.	CEQA: Significant impact for the following project years and pollutants: 2008: All daily pollutant thresholds. Annual VOC threshold. 2015: All pollutants except VOC 2025: Daily: NOx, SO_X, and PM_{10} 2038: Daily SO_X Measured pollutants: VOC, CO, NO_X, SO_X, $PM_{10}/PM_{2.5}$ Project Years: 2007, 2015, 2025 and 2038	**AQ-6** Alternative Maritime Power (AMP) **AQ-7** Alternative Fuel Yard Tractors **AQ-8** Low-NOx and low–PM standards **AQ-9** Fleet Modernization for On-Road Trucks **AQ-10** Vessel Speed Reduction Program **AQ-11** Ship Auxiliary Engine, Main Engine and Boiler Fuel Improvement Program **AQ-12** Slide Valves in Ship Main Engines **AQ-13** New Vessel Builds **AQ-14**: Clean Rail Yard Standards **AQ-15** Reroute Cleaner Ships **AQ-16** Truck Idling Reduction Measures **AQ-17** Periodic Review of New Technology and Regulations **AQ-18B** General Mitigation Measure **AQ-26** Throughput Tracking	CEQA[‡]. Significant impact after mitigation for the following years and pollutants: 2008: Daily emissions of VOC, NOx, and SOx.

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology (continued)				
Proposed Project	**AQ-3**	NEPA: Significant impact for the following project years and pollutants[†]: 2008, 2015, 2025 and 2038: All daily pollutant thresholds and annual VOC threshold.	**AQ-6** through **AQ-17**, **AQ-18B and AQ-26**	NEPA: Significant impact after mitigation for the following years and pollutants 2008: All pollutants except CO. 2015: VOC, CO, and NOx. 2025: All pollutants 2038: All pollutants except SOx
Alternative 1	**AQ-3**	CEQA: Significant impact[†] for the following project years and pollutants: 2008: VOC, CO, NO_X and SO_X 2015: NO_X and SO_X 2025 and 2038: SO_X NEPA: Not applicable	No mitigation measures are applicable Mitigation not required	CEQA: Significant impact for the same project years and pollutants NEPA: Not applicable
Alternative 2	**AQ-3**	CEQA: Significant impact for the following project years and pollutants[†]: 2008: All daily pollutant thresholds. Annual VOC threshold. 2015: All pollutants except VOC 2025: NOx, SO_X, and PM_{10} 2038: Daily and annual SO_X NEPA: Significant impact for the following project years and pollutants[†]: 2008, 2015, 2025 and 2038: All daily pollutant thresholds and annual VOC threshold.	**AQ-6** through **AQ-17**, **AQ-18B and AQ-26** **AQ-6** through **AQ-17**, **AQ-18B and AQ-26**	CEQA[‡]. Significant impact after mitigation for the following years and pollutants 2008: Daily emissions of VOC, NOx, and SOx. Less than significant impact for all other pollutants and years NEPA[‡]: Significant impact after mitigation for the following years and pollutants 2008: All pollutants except CO. 2015: VOC, CO, and NOx. 2025: All pollutants 2038: All pollutants except SOx

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology (continued)				
Alternative 3	**AQ-3**	CEQA: Significant impact[†] for the following project years and pollutants: 2008: Daily VOC, CO, NO_X, and SO_X and annual VOC thresholds. 2015: NO_X and SO_X 2025 and 2038: SO_X NEPA: Significant impact[†] for the following project years and pollutants: 2008: All daily pollutant thresholds except SOx; annual VOC threshold. 2015, 2025, and 2038: All daily pollutant thresholds and annual VOC threshold.	**AQ-6** through **AQ-17**, **AQ-18B and AQ-26** **AQ-6** through **AQ-17**, **AQ-18B and AQ-26**	CEQA: Significant impact after mitigation for the following project years and pollutants: 2008: NO_X and SO_X Less than significant impact for all other pollutants and years NEPA: Significant impact after mitigation for the following project years and pollutants: 2008: NO_X 2025 and 2038: VOC, NOx, and SOx
Alternative 4	**AQ-3**	CEQA: Less than significant impact[†] for all project years. NEPA: Not applicable	**AQ-6** though **AQ-12** Mitigation not required	CEQA: Less than significant impact after mitigation. NEPA: Not applicable
Alternative 5	**AQ-3**	CEQA: Significant impact[†] for the following project years and pollutants: 2008: NO_X and SO_X NEPA: Not applicable	No additional mitigation measures are proposed Mitigation not required	CEQA: Significant impact[†] for the following project years and pollutants: 2008: NO_X and SO_X NEPA: Not applicable
Proposed Project and Alternatives 2&3	**AQ-4**: The proposed Project or Alternatives operations would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance	CEQA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Measured pollutants: 1-hr NO_2, annual NO_2, 1-hr CO, 8-hr CO, 24-hr PM_{10}, and 24-hr $PM_{2.5}$ NEPA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$	**AQ-6** through **AQ-17**, **AQ-18B and AQ-26** **AQ-6** through **AQ-17**, **AQ-18B and AQ-26**	CEQA[‡]: Significant impact after mitigation for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ NEPA[‡]: Significant impact after mitigation for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology (continued)				
Alternative 1	**AQ-4**	CEQA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ NEPA: Not applicable	No mitigation measures are applicable Mitigation not required	CEQA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ NEPA: Not applicable
Alternative 4	**AQ-4**	CEQA: Significant impact for 1-hr and annual NO_2 concentrations NEPA: Not applicable	**AQ-6** through **AQ-17**, **AQ-18B and AQ-26** Mitigation not required	CEQA[‡]: Significant impact after mitigation for 1-hr and annual NO_2 concentrations NEPA: Not applicable
Alternative 5	**AQ-4**	CEQA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ NEPA: Not applicable	No additional mitigation measures are proposed Mitigation not required	CEQA[‡]: Significant impact after mitigation for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ NEPA: Not applicable
Proposed Project and Alternative 2	**AQ-6**: The proposed Project or Alternatives would expose receptors to significant levels of toxic air contaminants (TACs).	CEQA: Significant impact for cancer risk and acute non-cancer effects Less than significant impact for chronic non-cancer effects NEPA: Significant impact for cancer risk and acute non-cancer effects Less than significant impact for chronic non-cancer effects	**AQ-6** through **AQ-17**, **AQ-18B and AQ-26** **AQ-6** through **AQ-12**	CEQA: Less than significant impacts after mitigation NEPA: Significant impact for cancer risk after mitigation
Alternative 1	**AQ-6**	CEQA: Significant impact for cancer risk Less than significant impact for acute and chronic non-cancer effects NEPA: Not applicable	No mitigation measures are applicable Mitigation not required	CEQA: Significant impact for cancer risk Less than significant impact for acute and chronic non-cancer effects NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology (continued)				
Alternative 3	**AQ-6**	CEQA: Significant impact for cancer risk Less than significant impact for acute and chronic non-cancer effects NEPA: Significant impact for cancer risk Less than significant impact for acute and chronic non-cancer effects	**AQ-6** through **AQ-12** **AQ-6** through **AQ-12**	CEQA: Less than significant impacts after mitigation NEPA: Less than significant impact after mitigation
Alternatives 4&5	**AQ-6**: This alternative would not expose receptors to significant levels of TACs.	CEQA: Less than significant impact. NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
Proposed Project and Alternatives 2&3	**AQ-8**: The proposed Project would produce Green House Gas (GHG) emissions that would exceed 2003 baseline levels.	CEQA: Significant impact NEPA: No determination of significance	**AQ-6, AQ-10**, **AQ-14**, **AQ-16**, and **AQ-19 to AQ-24** **AQ-6, AQ-10**, **AQ-14**, **AQ-16**, and **AQ-19 to AQ-24**	CEQA: Significant impact after mitigation NEPA: No determination of significance
Alternative 1	**AQ-8**	CEQA: Significant impact NEPA: Not applicable	No mitigation measures are applicable Mitigation not required	CEQA: Significant impact after mitigation NEPA: Not applicable
Alternative 4	**AQ-8**	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: Not applicable
Alternative 5	**AQ-8**	CEQA: Significant impact NEPA: Not applicable	No additional mitigation measures are proposed Mitigation not required	CEQA: Significant impact after mitigation NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.3 Biological Resources				
Proposed Project	**BIO-2a**: Construction activities would result in a substantial reduction or alteration of state-, federally-, or locally-designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Significant impact to Essential Fish Habitat (EFH) from filling of the Northwest Slip; no impacts to other natural habitats, special aquatic sites, or plant communities	**BIO-1**: The LAHD shall apply 4.75 credits (= 9.5 Inner Harbor acres) available in the Bolsa Chica or Outer Harbor banks to compensate for loss of fish and wildlife habitat due to construction of fill in the Northwest Slip of the West Basin. Credit accounting and debiting of credits from either the Bolsa Chica or Outer Harbor mitigation banks shall occur prior to issuance of a Section 10/404 Permit by the USACE. This mitigation measure would fully offset proposed Project impacts to habitat for aquatic species.	CEQA: No impact after mitigation
		NEPA: Significant impact to EFH from filling of the Northwest Slip; no impacts to other natural habitats, special aquatic sites, or plant communities	**BIO-1**	NEPA: No impact after mitigation
Proposed Project and Alternatives 1-3	**BIO-4c**: Operation of the new, proposed facilities in the West Basin has a low potential to introduce non-native species into the Harbor that could substantially disrupt local biological communities.	CEQA: Significant impact	No feasible mitigation is currently available	CEQA: Significant impact
		NEPA: Significant impact	No feasible mitigation is currently available	NEPA: Significant impact
Proposed Project	**BIO-5**: Filling 10 acres (4 ha) in the Northwest Slip would result in a permanent loss of marine habitat.	CEQA: Significant impact	**BIO-1**	CEQA: No impact after mitigation.
		NEPA: Significant impact	**BIO-1**	NEPA: No impact after mitigation.

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.4 Cultural Resources				
Proposed Project and Alternatives 2&3	**CR-3**: Excavations for the proposed Harry Bridges Boulevard Buffer Area in the northwestern portion of the proposed Project site would potentially disturb paleontological resources of regional or statewide importance.	CEQA: Significant impact NEPA: No impact	**CR-2**: The Port shall inform construction contractors of the paleontological sensitivity within the northwestern portion of the proposed landscape area, and require a temporary cessation of work if a potential vertebrate fossil is found during ground disturbances. In such a case, excavation shall be temporarily suspended and redirected elsewhere. A qualified vertebrate paleontologist shall evaluate the significance of the fossil. If the fossil is determined to be a significant vertebrate specimen, the paleontologist shall systematically remove and stabilize the specimen for its preservation. The Port shall fund the curation of the significant vertebrate specimen in a qualified professional research facility, such as the Los Angeles County Natural History Museum. Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: No impact
Alternative 1	**CR-3**: Excavations for the proposed Harry Bridges Buffer Area would not disturb potential paleontological resources of regional or statewide importance.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**CR-3**	CEQA: Significant impact NEPA: Not applicable	**CR-2** Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.5 Geology				
Proposed Project and Alternatives 2&3	**GEO-1a**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to greater than normal risk during the construction period (through 2038).	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact	No mitigation measures are available to reduce below significance No mitigation measures are available to reduce below significance	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
Alternative 1	**GEO-1a**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, would not expose people and structures to substantial risk.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**GEO-1a**	CEQA: Significant and unavoidable impact NEPA: Not applicable	No mitigation measures are available to reduce below significance NEPA: no mitigation required	CEQA: Significant and unavoidable impact NEPA: Not applicable
Proposed Project and Alternatives 2, 3	**GEO-1b**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to substantial risk during the operations period (through 2038).	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact	No mitigation measures are available to reduce below significance No mitigation measures are available to reduce below significance	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
Alternatives 1, 4&5	**GEO-1b**	CEQA: Significant and unavoidable impact NEPA: Not applicable	No mitigation measures are available to reduce below significance NEPA: no mitigation required	CEQA: Significant and unavoidable impact NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.5 Geology (continued)				
Proposed Project and Alternatives 2, 3	**GEO-2a**: Construction within the Port area will expose people and structures to substantial risk involving tsunamis or seiches. Local or distant seismic activity and/or offshore landslides could result in the occurrence of tsunamis or seiches within the proposed Project area and vicinity.	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact	**GEO-1**: Emergency Response Planning **GEO-1**	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
Alternative 1	**GEO-2a**: Tsunamis and seiches would not expose people and structures to substantial risk.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**GEO-2a**	CEQA: Significant and unavoidable impact NEPA: Not applicable	**GEO-1** Mitigation not required	CEQA: Significant and unavoidable impact NEPA: Not applicable
Proposed Project and Alternatives 2, 3	**GEO-2b**: Operations within the Port area will expose people and structures to substantial risk involving tsunamis or seiches. Local or distant seismic activity and/or offshore landslides could result in the occurrence of tsunamis or seiches within the proposed Project area and vicinity.	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact	**GEO-1** **GEO-1**	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
Alternative 1	**GEO-2b**	CEQA: Significant and unavoidable impact NEPA: Not applicable	No mitigation measures are applicable Mitigation not required	CEQA: Significant and unavoidable impact NEPA: Not applicable
Alternatives 4&5	**GEO-2b**	CEQA: Significant and unavoidable impact NEPA: Not applicable	**GEO-1** Mitigation not required	CEQA: Significant and unavoidable impact NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.6 Groundwater and Soils				
Proposed Project and Alternative 2&3	**GW-1a**: Construction activities may encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction /operations personnel and/or long-term exposure to future site occupants.	CEQA: Significant impact NEPA: Significant impact	**GW-1**: Site Remediation **GW-2**: Contingency Plan **GW-2**	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 1	**GW-1a**: The No Project Alternative would not cause toxic substances or other contaminants associated with historical uses of the Port to be encountered, potentially resulting in exposure to construction/ operations personnel and/or long-term exposure to future site occupants.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**GW-1a**	CEQA: Significant impact NEPA: Not applicable	**GW-1** and **GW-2** Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
Proposed Project and Alternatives 2, 3	**GW-2a**: Construction would potentially result in expansion of the area affected by contaminants.	CEQA: Significant impact NEPA: Significant impact	**GW-1** and **GW-2** **GW-2**	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 1	**GW-2a**: The No Project Alternative would not potentially result in expansion of the area affected by contaminants.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**GW-2a**	CEQA: Significant impact NEPA: Not applicable	**GW-1** and **GW-2** Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.8 Land Use				
Proposed Project and Alternatives 2&3	**LU-1**: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 1	**LU-1**	CEQA: Significant impact NEPA: Not applicable	No feasible mitigation is available. Mitigation not required	CEQA: Significant impact NEPA: Not applicable
Alternatives 4&5	**LU-1**	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
Proposed Project and Alternatives 2&3	**LU-3:** The proposed Project may potentially disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: Significant impact NEPA: Less than significant impact	**MM LU-1:** Install Truck Route Signage **MM LU-2:** Truck Traffic Enforcement Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 1	**LU-3:** Alternative 1 would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**LU-3**	CEQA: Significant impact NEPA: Not applicable	**MM LU-1:** Install Truck Route Signage **MM LU-2:** Truck Traffic Enforcement Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.9 Noise				
Proposed Project and Alternatives 2, 3, 4&5	**NOI-1**: Construction activities occurring during Phases I and II would temporarily and periodically generate noise, and noise levels during Phase I would substantially exceed existing ambient daytime noise levels at sensitive receivers near the new Pier A rail yard and along "C" Street during construction of the buffer area.	CEQA: Significant impact NEPA: Not applicable	**NOI-1a:** Limit construction hours **NOI-1b:** Limit construction days **NOI-1c:** Temporary noise barriers **NOI-1d:** Muffle construction equipment **NOI-1e:** Idling prohibitions **NOI-1f:** Locate equipment away from sensitive receivers **NOI-1g:** Quiet equipment selection **NOI-1h:** Written notification of construction schedule **NOI-1i:** Reporting. Telephone number for reporting complaints of construction-related noise. Mitigation not required	CEQA: Significant impact after mitigation NEPA: Not applicable
Alternative 1	**NOI-1:** Construction activities at Berths 136-147 that could be implemented under the No Project Alternative would not generate noise levels that would exceed existing ambient noise levels at sensitive receivers.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
3.10 Transportation/Circulation				
Proposed Project and Alternative 3	**TRANS-1:** Construction would result in a short-term, temporary increase in truck and auto traffic.	CEQA: Significant impact NEPA: Significant impact	**TRANS-1:** Traffic Management Plan **TRANS-1**	CEQA: Less than significant impact after mitigation NEPA: Less than significant impact after mitigation

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.10 Transportation/Circulation				
Alternative 1	**TRANS-1:** Construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternative 2	**TRANS-1**	CEQA: Significant impact NEPA: Significant impact	**TRANS-1:** Traffic Management Plan **TRANS-1**	CEQA: Less than significant impact after mitigation NEPA: Less than significant impact after mitigation
Alternatives 4&5	**TRANS-1**	CEQA: Significant impact NEPA: Not applicable	**TRANS-1** Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
Proposed Project and Alternative 2	**TRANS-2**: Long-term vehicular traffic associated with the proposed Project would significantly impact more than one study intersection's volume/capacity ratios, or level of service.	CEQA: Significant impact NEPA: Significant impact	Proposed Project **TRANS-2:** Additional lanes at Avalon Blvd. and Harry Bridges Blvd. **TRANS-3:** Additional lanes at Alameda and Anaheim Streets **TRANS-4:** Additional lanes at Fries Ave. and Harry Bridges Blvd. **TRANS-5:** Additional lanes at Broad Ave. and Harry Bridges Blvd. **TRANS-6:** Additional lanes at Figueroa St. and Harry Bridges Blvd. **TRANS-7:** Additional signals, lanes and re-striping at Figueroa / "C" St and I-110 Ramps Alternative 2: **TRANS-2** through **TRANS-5** **TRANS-2** through **TRANS-5**	CEQA: Less than significant impact after mitigation NEPA: Less than significant impact after mitigation
Alternatives 1& 5	**TRANS-2**	CEQA: Significant impact NEPA: Not applicable	Alternative 1: **TRANS-2**, **TRANS-3, TRANS-4** and **TRANS-5** Alternative 5: **TRANS-3** Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.10 Transportation/Circulation (continued)				
Alternative 3	**TRANS-2**.	CEQA: Significant impact NEPA: Significant impact	**TRANS-2** **TRANS-2**	CEQA: Less than significant impact after mitigation NEPA: Less than significant impact after mitigation
Alternative 4	**TRANS-2**	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
Proposed Project and Alternatives 2&3	**TRANS-5:** Operations would cause an increase in rail activity, causing delays in regional traffic.	CEQA: Significant impact NEPA: Less than significant impact	No mitigation is available Mitigation not required	CEQA: Significant and unavoidable impact NEPA: Less than significant impact
Alternatives 1&5	**TRANS-5**	CEQA: Significant impact NEPA: Not applicable	No mitigation is available Mitigation not required	CEQA: Significant and unavoidable impact NEPA: Not applicable
Alternative 4	**TRANS-5**	CEQA: Less than significant NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Not applicable
3.12 Utilities & Public Services				
Proposed Project	**PS-4:** The proposed Project would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant	**PS-1:** Recycling of Construction Materials **PS-2:** Materials with Recycling Content **PS-3:** AB 939 Compliance **PS-1** through **PS-3**	CEQA: Less than significant impact after mitigation NEPA: Less than significant impact after mitigation
Alternative 1	**PS-4**	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.12 Utilities & Public Services (continued)				
Alternative 2	**PS-4**	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant NEPA: No impact	**PS-1** through **PS-3** Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: No impact
Alternative 3	**PS-4**	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant NEPA: Less than significant	**PS-1** through **PS-3** Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: Less than significant
Alternatives 4&5	**PS-4**	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant NEPA: Not applicable	**PS-1** through **PS-3** Mitigation not required	CEQA: Less than significant NEPA: Not applicable
3.13 Water Quality, Sediments, and Oceanography				
Proposed Project and Alternatives 2&3	**WQ-1e:** Operation of proposed Project facilities could create pollution, contamination, or a nuisance as defined in Section 13050 of the California Water Code (CWC) or cause regulatory standards to be violated in harbor waters.	CEQA: In-water vessel spills and leaching: Significant impact Upland storm water discharges: Less than significant impact NEPA: In-water vessel spills and leaching: Significant impact Upland storm water discharges: Less than significant impact	In-water: No mitigation is available Upland: Mitigation not required but conditions of approval (Non-Point Source (NPS) Pollution Control and Source Control Programs) apply In-water: No mitigation is available Upland: Mitigation not required	CEQA: In-water vessel spills and leaching: Significant and unavoidable impact after mitigation Upland storm water discharges: Less than significant impact NEPA: In-water vessel spills and leaching: Significant and unavoidable impact after mitigation Upland storm water discharges: Less than significant impact

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.13 Water Quality, Sediments, and Oceanography (continued)				
Alternative 1	**WQ-1e**	CEQA: Upland Stormwater Discharges: Less than significant impact In-water vessel spills and leaching: Significant impact NEPA: Not applicable	Upland: Mitigation not required In-water: No mitigation is available No mitigation is required	CEQA: Upland: Less than significant impact In-water: Significant and unavoidable after mitigation NEPA: Not Applicable
Alternatives 4&5	**WQ-1e**	CEQA: Upland stormwater discharges: Less than significant impact In-water vessel spills and leaching: Less than significant impact NEPA: Not applicable	Upland: Mitigation not required but conditions of approval apply In-water : Mitigation not required No mitigation is required	CEQA: Upland stormwater discharges: Less than significant In-water vessel spills and leaching: Less than significant NEPA: Not Applicable
4.0 Cumulative Impacts				
Proposed Project	**Air Quality**: Proposed Project construction and operation, in conjunction with construction and operation of other related projects, would make a cumulatively considerable contribution to cumulatively significant impacts to air quality. Operation of the proposed Project would contribute to cumulative health risk impacts. **AQ-1** through **AQ-6,** and **AQ-8**	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
4.0 Cumulative Impacts (continued)				
Proposed Project	**Biology**: The potential of the proposed Project, along with other projects to substantially reduce or alter state-, federally-, or locally-designated natural habitats, special aquatic sites, or plant communities, including wetlands, is cumulatively considerable, but avoidable with mitigation (**BIO-2**).	CEQA: Cumulatively considerable impact for EFH, but avoidable with mitigation No impacts for other natural habitats, special aquatic sites, or plant communities NEPA: Cumulatively considerable impact for EFH, but avoidable with mitigation No impacts for other natural habitats, special aquatic sites, or plant communities	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than cumulatively considerable impact with mitigation for EFH NEPA: Less than cumulatively considerable impact with mitigation for EFH
Proposed Project	**Biology**: The potential of the proposed Project, along with other projects, to cause a cumulatively substantial disruption to local biological communities (e.g., from the introduction of noise, light, or invasive species) is cumulatively considerable and unavoidable (**BIO-4**).	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation is currently available. No mitigation is currently available.	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable
Proposed Project	**Biology**: The potential of the proposed Project along with other projects to result in a permanent loss of marine habitat (**BIO-5**) is cumulatively considerable but avoidable with mitigation.	CEQA: Cumulatively considerable but avoidable NEPA: Cumulatively considerable but avoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than significant impact with mitigation NEPA: Less than significant impact with mitigation

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
4.0 Cumulative Impacts (continued)				
Proposed Project	**Cultural**: There is the potential for the proposed Project along with other related projects in upland areas to disturb, damage, or degrade listed, eligible, or otherwise unique or important archaeological or ethnographic resources (**CR-1**).	CEQA: Cumulatively considerable and unavoidable NEPA: No impact.	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation NEPA: No impact.
	Cultural: There is the potential for the proposed Project along with other related projects in upland areas to result in the permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance (**CR-3**).	CEQA: Cumulatively considerable, but no impact with mitigation NEPA: No impact.	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: No impact with mitigation. NEPA: No impact.
Proposed Project	**Geology**: The proposed Project, in conjunction with other related projects, would result in cumulatively significant and unavoidable seismic-related (**GEO-1**), and tsunami- or seiche-related (**GEO-2**) impacts at the proposed Project site.	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation NEPA: Cumulatively considerable and unavoidable with mitigation

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
4.0 Cumulative Impacts (continued)				
Proposed Project	**Hazards**: The proposed Project would increase the probably frequency and severity of consequences to people from exposure to health hazards (**RISK-2**).	CEQA: Cumulatively considerable and unavoidable	Mitigation measures beyond proposed Project mitigation include: 1. Reduce truck traffic through maximum use of on-dock rail movements 2. Increase efficiency of trucking operations, avoid peak hours and avoid sensitive routes 3. Improve communications between truckers and port terminal operators 4. Automated Traffic Management and Information System (ATMIS) 5. Harry Bridges Boulevard/I-110/Figueroa Street/John S. Gibson Interchange Improvements 6. Harbor Boulevard/I-110/SR-47/Swinford Street Interchange Improvements 7. John S. Gibson Street Improvements 8. Gaffey Street Improvements 9. Improvements of Harry Bridges Boulevard at Fries Avenue 10. Terminal Island Intersection Improvements 11. Anaheim Street and Pacific Coast Highway Interchanges at I-110 12. Vincent Thomas Bridge Upgrades	CEQA: Cumulatively considerable and unavoidable with mitigation
		NEPA: Cumulatively considerable and unavoidable	Same mitigation measures as described immediately above under CEQA determination.	NEPA: Cumulatively considerable and unavoidable with mitigation

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
4.0 Cumulative Impacts (continued)				
Proposed Project	**Land Use**: The proposed Project, along with other cumulative projects, has the potential to disrupt, divide, or isolate existing neighborhoods, communities, or land uses (**LU-3**).	CEQA: Less than cumulatively considerable with mitigation NEPA: Less than cumulatively considerable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than cumulatively considerable with mitigation NEPA: Less than cumulatively considerable with mitigation
Proposed Project	**Noise**: Short term proposed Project-generated construction noise (**NOI-1**), combined with other construction projects would result in significant cumulative impacts, as temporary noise barriers (**Mitigation Measure NOI-1**) may not be sufficient to reduce the projected increase in the ambient noise level to less than significant levels.	CEQA: Cumulatively considerable, but avoidable with mitigation NEPA: Cumulatively considerable, but avoidable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than cumulatively considerable with mitigation NEPA: Less than cumulatively considerable with mitigation
Proposed Project	**Transportation/Circulation**: Long-term operation of the proposed Project, in combination with other projects (and in particular the other West Basin Terminal projects) and other sources of local and regional growth, has the potential to result in a short-term, temporary increase in construction truck and auto traffic. (**TRANS-1**).	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation NEPA: Cumulatively considerable and unavoidable with mitigation

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
4.0 Cumulative Impacts (continued)				
	Transportation/Circulation: The potential of the proposed Project, along with other cumulative projects, to significantly impact volume/capacity ratios, or level of service, at intersections within the cumulative transportation area of analysis is cumulatively considerable, but avoidable with mitigation (**TRANS-2**).	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation NEPA: Cumulatively considerable and unavoidable with mitigation
Proposed Project	**Transportation/Circulation**: The proposed Project along with other cumulative projects has the potential to cause an increase in rail activity, causing delay in traffic (**TRANS-5**).	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation is available to reduce below significance, No mitigation is available to reduce below significance,	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable
Proposed Project	**Utilities and Public Services**: The proposed Project would make a cumulatively considerable contribution to cumulatively significant impacts on demand for public services, specifically water supply and solid waste disposal (**PS-4**).	CEQA: Cumulatively considerable; impacts on solid waste disposal are avoidable with mitigation, while impacts on water supply are unavoidable with mitigation. NEPA: Cumulatively considerable; impacts on solid waste disposal are avoidable with mitigation, while impacts on water supply are unavoidable with mitigation.	No mitigation beyond the proposed Project mitigation described above is proposed. for impacts on solid waste disposal. No mitigation is available for impacts on water supply. No mitigation beyond the proposed Project mitigation described above is proposed for impacts on solid waste disposal. No mitigation is available for impacts on water supply.	CEQA: Impacts on solid waste disposal less than cumulatively considerable with mitigation. Impacts on water supply cumulatively considerable and unavoidable. NEPA: Impacts on solid waste disposal less than cumulatively considerable with mitigation. Impacts on water supply cumulatively considerable and unavoidable.

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
4.0 Cumulative Impacts (continued)				
Proposed Project	**Water Quality, Sediments, and Oceanography**: The proposed Project along with other cumulative projects has the potential to create pollution, cause nuisances, or violate applicable standards related to marine water and sediment quality. The proposed Project would make a cumulatively considerable contribution to cumulatively significant water quality impacts from potential accidental spills and/or illegal vessel discharges within the harbor and leaching of chemicals from vessel hulls (**WQ-1**).	CEQA: Contribution to impacts from stormwater runoff is less than significant, while impacts from potential spills or illegal vessel discharges and leaching of chemicals are unavoidable with mitigation. NEPA: Contribution to impacts from stormwater runoff is less than significant while impacts from potential spills or illegal vessel discharges and leaching of chemicals are unavoidable with mitigation.	No mitigation is currently available No mitigation is currently available	CEQA: Impact from potential spills, illegal vessel discharges, or leaching of chemicals from vessel hulls is cumulatively considerable and unavoidable with mitigation NEPA: Impact from potential spills, illegal, or leaching of chemicals from vessel hulls vessel discharges is cumulatively considerable and unavoidable with mitigation
5.0 Environmental Justice **(Environmental Justice is not a traditional CEQA impact area, but effects are shown here to comply with NEPA.)**				
Proposed Project	**Air Quality (AQ-2):** Proposed Project construction would result in off-site ambient concentrations of criteria air pollutants (1-hr NO_2 and 24-hr PM_{10}/$PM_{2.5}$); concentrations would be higher in areas in proximity to the proposed Project.	Disproportionately high and adverse effect on minority and low-income populations.	No measures beyond the proposed Project mitigation described above are proposed.	Disproportionately high and adverse effect on minority and low-income populations.

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
5.0 Environmental Justice (continued) **(Environmental Justice is not a traditional CEQA impact area, but effects are shown here to comply with NEPA.)**				
	AQ-4: Proposed Project operations would result in offsite exceedances of SCAQMD thresholds for criteria air pollutants (1-hr average and annual average concentrations of NO_2, and 24-hr average PM_{10} and $PM_{2.5}$); concentrations would be higher in areas in proximity to the proposed Project.	Disproportionately high and adverse effect on minority and low-income populations.	No measures beyond the proposed Project mitigation described above are proposed.	Disproportionately high and adverse effect on minority and low-income populations.
	AQ-5: The proposed Project would create less than significant odor impacts under CEQA and NEPA, but would make a cumulatively considerable contribution to cumulative odor impacts.	Disproportionately high and adverse effects on minority and low-income populations.	No mitigation measures are applicable	Disproportionately high and adverse effect on minority and low-income populations.
	AQ-6: Increases in toxic emissions from operations of the proposed Project would result in significant cancer risk impacts under NEPA. The affected area (with mitigations) is about 89 percent minority and 46 percent low-income. The proposed Project would also have significant effects on acute non-cancer risks under NEPA and would make a cumulatively considerable contribution to chronic non-cancer risks under CEQA and NEPA.	Disproportionately high and adverse effects on minority and low-income populations.	No measures beyond the proposed Project mitigation described above are proposed.	Disproportionately high and adverse effect on minority and low-income populations.

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[8]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
5.0 Environmental Justice (continued) **(Environmental Justice is not a traditional CEQA impact area, but effects are shown here to comply with NEPA.)**				
Proposed Project	**Cultural Resources (CR-1)**: The proposed Project could result in the loss of unknown ethnographic resources in the Harry Bridges Buffer Area due to excavation. The loss of ethnographic cultural resources is of particular concern to Native American populations.	Disproportionate impact to minority populations.	No measures beyond the proposed Project mitigation described above are proposed.	Disproportionate impact to minority populations.
Proposed Project	**Noise (NOI-1)**: The proposed Project would produce significant unavoidable construction noise impacts from construction of the Harry Bridges Buffer Area and the relocated Pier A rail yard.	Disproportionate impact to minority and low income populations from construction of the Harry Bridges Buffer Area. Disproportionate impact to minority populations from relocation of the Pier A rail yard.	No measures beyond the proposed Project mitigation described above are proposed. No measures beyond the proposed Project mitigation described above are proposed.	Disproportionate impact to minority and low income populations. Disproportionate impact to minority populations.
Proposed Project	**Transportation/Circulation (TRANS-1)**: The proposed Project would create temporary construction-phase increases in truck and automobile traffic, which constitute a significant impact at one intersection (Figueroa Street/C-Street/I-110 Ramp) and a cumulatively considerable contribution at four intersections (Alameda Street/Anaheim Street, Harbor Boulevard/SR-47 Westbound On-Ramp, Broad Avenue/Harry Bridges Boulevard, and Navy Way/Seaside Avenue).	Disproportionate impact to minority and low-income populations.	No measures beyond the proposed Project mitigation described above are proposed.	Disproportionate impact.

Table ES-3. Summary of Potential Significant Impacts and Mitigation* for the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*

Notes:

§ Unless otherwise noted, all impact descriptions for each of the Alternatives are the same as those described for the proposed Project.

* Since the final construction equipment mix has not yet been determined, mitigation measure **AQ-4** is not quantified by this study; residual impacts are based on **AQ-1** – **AQ-3** and **AQ-5**.

† Based on the difference between emissions during a peak day of activity during proposed Project operations and the CEQA or NEPA Baselines, as appropriate.

‡ Given the uncertainty of implementing mitigation measures **AQ-13** – **AQ-18**, the mitigated emission analysis only considers the effects of mitigation measures **AQ-6** – **AQ-12.**

ES.7.2.1 Unavoidable Significant Impacts

Table ES-3 identifies unavoidable significant impacts associated with the proposed Project and alternatives.

This Final EIS/EIR has determined that implementation of the proposed Project would result in one or more unavoidable significant impact(s) in the following resource areas:

- Air Quality and Meteorology;
- Biological Resources;
- Geology;
- Noise;
- Transportation/Circulation; and
- Water Quality, Sediments and Oceanography.

The following resources would also have one or more unavoidable significant impact(s) for one or more of the proposed Project Alternatives:

- Air Quality and Meteorology;
- Biological Resources;
- Geology;
- Land Use;
- Noise;
- Transportation/Circulation; and
- Water Quality, Sediments and Oceanography.

No feasible mitigation measures are available that would avoid all of the potential impacts or reduce all impacts to less than significant levels. Therefore, potential impacts to these resource areas are considered significant and unavoidable.

Under CEQA, the proposed Project and all five alternatives have significant impacts on Air Quality and Meteorology because the air emissions from construction and operation could not be mitigated to less than significant even with the application of all feasible mitigation measures. In addition, for all alternatives that include the Harry Bridges Buffer Area, although the mitigation would result in less than significant health impacts, there are potential health effects to people using the Harry Bridges Buffer Area due to diesel emissions from Port operations as a whole and other area roadways and industries (see Section 3.2 of the Draft EIS/EIR).

Under CEQA, the proposed Project and all five alternatives have significant impacts

on Water Quality because potential impacts from in-water vessel spills, illegal discharges and contaminant leaching could not be mitigated to less than significant even with application of all feasible mitigation measures. Under CEQA and NEPA, the proposed Project and Alternative 1, 2, and 3 would have unavoidable significant impacts on Biological Resources from operation of the new, proposed facilities in the West Basin with a low potential to introduce non-native species into the Harbor that could substantially disrupt local biological communities.

The No Project Alternative has much higher unavoidable significant impacts on Air Quality than the other alternatives because there would be no mitigation applied to terminal operations. It is also the only alternative that has significant, unavoidable impacts to public health (i.e., cancer risk).

All alternatives also have significant impacts on Geology due to the seismicity issue, for which there is no feasible mitigation. All of the alternatives except the No Project (Alternative 1) have unavoidable significant impacts on Noise (during construction phases). All alternatives except Alternative 4 have unavoidable significant impacts on Transportation/Circulation (because no mitigations would be constructed) and Alternative 1 has unavoidable significant impacts on Land Use. The Omni Terminal Alternative's significant impacts on Air Quality and Meteorology are less than those of the proposed Project and the other alternatives because of fewer vessel calls and lower overall activity. Finally, all alternatives except Alternatives 4 and 5 have unavoidable significant impacts on Water Quality, Sediments and Oceanography.

Under NEPA, only three of the alternatives (the proposed Project, the Project Without the 10-acre Fill, and the Reduced Wharf) were evaluated for impacts because the other alternatives would not involve activities requiring a federal permit. Compared to No Federal Action, all three alternatives have significant, unavoidable impacts on Air Quality and Meteorology (including cancer risk for the proposed Project and Alternative 2), Biology, Geology (seismicity), and Water Quality, Sediments and Oceanography, but not on any other resource area.

ES.7.2.2 Summary of Significant Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

Table ES-3 identifies the significant impacts that can be mitigated, avoided or substantially lessened.

This Final EIS/EIR has determined that implementation of the proposed Project would result in one or more significant impact(s) that can be mitigated to less than significant in the following resource areas:

- Biological Resources;
- Cultural Resources;
- Groundwater and Soils; and
- Land Use;
- Transportation/Circulation; and
- Utilities and Public Services.

The following resources would also have one or more significant impact(s) that can be mitigated, avoided or substantially lessened for one or more of the proposed Project Alternatives:

- Cultural Resources;
- Groundwater and Soils;
- Land Use; and
- Transportation/Circulation;

Under CEQA, placement of fill in the Northwest Slip for implementation of the proposed Project would cause a permanent loss of aquatic habitat and a significant impact on Biological Resources that would be mitigated to a less than significant level by the application of existing habitat mitigation credits (see Section 3.3 of the Draft EIS/EIR). None of the other alternatives include fill, and thus do not require mitigation of impacts on biological resources. All of the alternatives except the No Project Alternative have the potential to disturb paleontological resources during construction of the Harry Bridges Buffer Area, but that impact would be mitigated to less than significant (see Section 3.4 of the Draft EIS/EIR). The proposed Project and all of the alternatives except the No Project Alternative would have the potential to encounter toxic substances or other contaminants during excavation and construction. However, through mitigation, these potential impacts would be reduced to less than significant (see Section 3.6.4.3 of the Draft EIS/EIR). The proposed Project and all of the alternatives except the No Project Alternative would also have the potential to generate significant levels of solid waste both during construction and operation. With the implementation of mitigation measures, however, this potential significant impact is reduced to less than significant (see Section 3.12.4.3 of the Draft EIS/EIR).

All of the alternatives except the Omni Terminal would have significant impacts on Transportation/Circulation at certain intersections in the study area due to the increased amount of truck traffic generated by container terminal operations. Those impacts would be mitigated to less than significant by modifications to those intersections. The No Project Alternative would have significant impacts (see above) that could not be mitigated because no intersection improvements could be implemented, and the Omni Terminal Alternative would have less than significant impacts because of its much lower activity levels compared to the other alternatives. All alternatives except Alternative 1 would have significant impacts to Groundwater as well as Utilities and Public Services, which would be mitigated to less than significant levels.

Under NEPA, only the proposed Project, the Project Without the 10-Acre Fill, and the Reduced Wharf alternatives were evaluated for impacts because the other alternatives would not involve activities requiring a federal permit. Only the proposed Project would have a significant, but mitigable, impact on Biological Resources. None of the alternatives would have significant impacts on Cultural Resources as the potential to encounter paleontological resources would occur outside the federal jurisdiction and is independent of the issuance of federal permits. All three alternatives would have the potential to encounter toxic substances or other

contaminants during excavation and construction. However, through mitigation, these potential impacts would be reduced to less than significant. All three alternatives would have the potential to generate significant levels of solid waste but this potential would be less than significant after mitigation. All three alternatives would have significant impacts on Transportation/Circulation that would be mitigated to less than significant by improvements to the affected intersections.

There were no resource areas in which potentially significant impacts could be mitigated to a level less than significant for all alternatives considered under CEQA and NEPA.

ES.7.2.3 Summary of Less Than Significant Impacts

Based on the environmental review in this Final EIS/EIR, as summarized in Table ES-3, no significant impacts (less than significant without mitigation) are expected under both CEQA and NEPA from implementation of the proposed Project in the following resource areas:

- Aesthetics and Visual Resources
- Hazards and Hazardous Materials
- Marine Vessel Transportation

The following resource areas would also have less than significant impacts without mitigation for one or more proposed Project Alternatives:

- Aesthetics and Visual Resources
- Hazards and Hazardous Materials
- Marine Vessel Transportation

ES.7.2.4 Cumulative Impacts

The proposed Project was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. The proposed Project would not result in cumulatively considerable impacts (after applicable mitigation) for the following resource areas:

- Aesthetics and Visual Resources
- Groundwater and Soils
- Land Use
- Noise
- Marine Vessel Transportation

The proposed Project and/or Alternatives could result in cumulatively considerable impacts for the following resource areas:

- Air Quality and Meteorology

- Biological Resources
- Cultural Resources
- Geology
- Hazards and Hazardous Materials
- Transportation/Circulation
- Utilities/Public Services
- Water Quality/Sediments/Oceanography

Cumulative impact evaluations for each resource are included in Chapter 4 of the Draft EIS/EIR, and in Chapter 3 of this Final EIS/EIR. Green House Gas (GHG) Emissions from the proposed Project would produce cumulatively considerable contributions to global climate change under CEQA without mitigation. No significance determination has been made for NEPA.

ES.7.2.5 Environmental Justice

The potential for the proposed Project and alternatives to cause disproportionately high and adverse human health and environmental effects on low-income and minority populations is discussed in the Environmental Justice analysis (Chapter 5 of the Draft EIS/EIR) and summarized in Table ES-3. The proposed Project and all of the alternatives except the No Project Alternative would result in disproportionate effects on minority and low-income populations as a result of significant unavoidable construction noise impacts as well as disproportionate effects on minority populations as a result of a cumulatively considerable and unavoidable contribution to potential impacts on unknown ethnographic resources. The proposed Project and all of the alternatives would have a disproportionate effect on minority and low-income populations under NEPA as a result of the cumulative contribution of operational activities to the existing significant health risk from air toxics. The proposed Project would have a disproportionate effect on minority and low-income populations under CEQA as a result of its cumulative contribution to transportation system impacts in the construction phase. Other potentially significant impacts of the proposed Project and the alternatives would either be reduced to less than significant or less than cumulatively considerable through implementation of mitigation measures or would not have disproportionate effects on minority and low-income populations.

ES.7.2.6 Socioeconomic and Growth Inducing Impacts

As discussed in Chapters 7 and 8 of the Draft EIS/EIR, because the proposed Project and the alternatives would be industrial facilities, they are not expected to stimulate substantial economic or population growth, remove obstacles to population growth, or necessitate the construction of new community facilities that would lead to additional growth in the surrounding area. In addition, because none of the alternatives, including the proposed Project, includes the development of new housing or population-generating uses, they would not trigger or cause substantial new residential development in the proposed Project area.

During the construction phases of the proposed Project, employment would be greatest in 2008 when 2,812 jobs annually, both direct and indirect, could be added to the regional economy. The majority of jobs are attributable to direct employment in the construction sector of the economy. (The total number of jobs in Southern California in 2008 is projected to be approximately 8.3 million.) The generation of these direct jobs in the region is considered a benefit. As discussed in Chapter 7, although construction would increase economic opportunities in the area and region, neither the proposed Project nor the alternatives are expected to result in or induce substantial or significant population or land use development growth. This is because the majority of the new direct jobs that would be created by construction would be short-term jobs that are expected to be filled by persons already employed in the sizable local and regional construction industry labor pool and residing in the region.

Net changes in employment attributable to terminal operations under proposed Project conditions over No Project conditions, in the five-county area (Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties), are estimated at 5,433 jobs for 2025 through 2038. Compared to regional employment levels, this contribution accounts for less than 0.1 percent of regional employment. However, these jobs are likely to be relatively well paying and provide substitutes for jobs being consistently lost from the manufacturing sector. Most of the direct jobs would be created within the transportation and utilities sectors of the regional economy.

ES.7.3 Environmentally Preferred and Environmentally Superior Alternative

NEPA requires the identification of an environmentally preferred alternative and CEQA requires the identification of an environmentally superior alternative. Under CEQA, if the No Project Alternative is determined to be environmentally superior, the EIR must identify an environmentally superior alternative from among the other alternatives.

In Chapter 6 of the Draft EIS/EIR, the proposed Project and two project alternatives that would require federal action (i.e., permits) were compared to the No Federal Action/NEPA Baseline and ranked according to their level of impact. That comparison ranked the Reduced Wharf Alternative (Alternative 3) the best followed by the Project Without the 10-Acre Fill Alternative (Alternative 2) in terms of fewest overall environmental impacts. Accordingly, the Reduced Wharf Alternative is the Environmentally Preferred Alternative under NEPA.

In Chapter 6 of the Draft EIS/EIR, the proposed Project was compared to all five alternatives and ranked according to their level of impacts to identify the environmentally superior alternative under CEQA. Based on that ranking, the Omni Terminal Alternative (Alternative 4) is the environmentally superior alternative.

ES.8 Significant Irreversible Changes to the Environment

The proposed Project and all alternatives except the No Project Alternative would require the use of non-renewable resources, such as lumber, metal alloys, and aggregate resources, for the physical components. However, neither the proposed Project nor the alternatives represent unusually large construction projects that would use extraordinary amounts of non-renewable resources in comparison to other urban or industrial development projects of similar scope and magnitude.

Resources that are committed irreversibly and irretrievably are those that would be used by a project on a long-term or permanent basis. Resources irreversibly committed to the proposed Project include the 10 acres of water area that would be filled; the materials necessary to construct the 1,105 feet of additional wharf (e.g., fossil fuels, capital, rock, concrete, gravel, and soils); and the fossil fuels necessary to operate the project.

Fossil fuels and energy in the form of diesel oil and gasoline would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by ships, terminal equipment, locomotives, trucks, and other vehicles. Electrical energy and natural gas would be consumed during construction and operation. These energy resources would be irretrievable and irreversible. In addition, the contribution of the proposed Project and all of the alternatives to global warming, as a result of emissions of greenhouse gases, represents an irreversible change to the environment.

Non-recoverable materials and energy would be used during construction and operational activities, but the amounts needed are easily accommodated by existing supplies. Although the increase in the amount of materials and energy used would be insignificant, they would nevertheless be unavailable for other uses.

ES.9 Port Community Advisory Committee (PCAC) Involvement

The Draft EIS/EIR was released on June 27, 2007 for a sixty-day review period (as discussed below, the review period was extended to ninety days). Approximately 200 copies of the Draft EIS/EIR were sent to various government agencies, all Port Community Advisory Committee (PCAC) members, organizations, Port tenants, adjacent property owners and all known interested parties. Public notices of completion stating that the Draft EIS/EIR was available for review were published in five newspapers: *Los Angeles Times, Daily Breeze, Long Beach Press Telegram, Los Angeles Sentinel and La Opinion,* and postcards noticing the document and the public meeting were also sent to all San Pedro and Wilmington addresses.

A public meeting to take oral comments on the Draft EIR/EIS was held on July 31, 2007, at the Banning's Landing Community Center in Wilmington, CA. The LAHD also provided a Spanish/English interpreter at the public meeting. At the public

meeting, an announcement was made extending the comment period from sixty to ninety days. Notices to all recipients followed announcing the extension and the Port's website was updated with the new information. There were thirty verbal comments received during the Draft EIS/EIR public meeting on July 31, 2007. Of those 30 (thirty) comments, ten were from PCAC members. The Public Meeting transcript was posted on the Port's website.

As part of the public review, Port staff met with a number of stakeholders, including the PCAC Wilmington Waterfront, Past EIS/EIR and Air Quality Subcommittees, and the Northwest Neighborhood Council to discuss the Draft EIS/EIR and solicit feedback.

The PCAC Past EIS/EIR and Air Quality Subcommittees and the Northwest Neighborhood Council submitted comment letters on the Draft EIS/EIR which are included in Chapter 2 of this Final EIS/EIR. Through the aforementioned comment letters, a number of areas of environmental concern were identified. Potential environmental impacts were identified in the areas of Aesthetics and Visual resources, Air Quality, Land Use, Noise, and Transportation/Circulation. Responses to those comments can be found in Chapter 2.