Executive Summary

ES.1 Introduction

Since 1970, containerized shipping through U.S. West Coast ports has increased twentyfold, 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 of this document, 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 Los Angeles Harbor Department (LAHD; also referred to as the "Port of Los Angeles" or "Port"). The proposed Project, the Southern California International Gateway Project or SCIG, represents a project intended to meet the goals and objectives of federal, state, and local planning processes related to goods movement. This Draft Environmental Impact Report (EIR) evaluates the environmental impacts of the construction and operation of the proposed Project and a reasonable range of alternatives, and has been prepared in conformance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 *et seq.*), and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 1500 *et seq.*).

The LAHD is the CEQA lead agency for the EIR. The Burlington Northern Santa Fe Railroad Company (BNSF) is the project applicant for the SCIG project.

ES.2 Purpose of this Draft EIR

This Draft EIR will be used to inform decision-makers and the public about the potential significant environmental effects of the proposed Project, ways to mitigate those effects, and reasonable alternatives to the proposed Project. According to Section 15121(a) of the CEQA Guidelines (CCR, Title 14, Division 6, Chapter 3), the purpose of an EIR is to serve as an informational document that:

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

Section 1.3 describes the agencies that are expected to use this document, including the CEQA lead, responsible, and trustee agencies CEQA. Section 1.4 describes the scope and content required of the Draft EIR, and Section 1.5 describes the key principles guiding the preparation of this document.

ES.2.1 Introduction

LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 650 et seq.) and the Coastal Act (PRC Div 20 §30700 *et seq.*). According to the Tidelands Trust, Port-related activities should be water dependent and should give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce. The Coastal Act identifies the ports of California, including the Port of Los Angeles and its facilities, as a primary economic and coastal resource of the state and an essential element of the national maritime industry for the promotion of commerce, navigation, fisheries, recreation, and harbor operations (PRC §30701).

The actions under consideration by the LAHD involve physical changes to the environment that would have a potentially significant impact, as determined in the Initial Study of the Project (see Appendix A) and indicated by comments provided by responsible and trustee agencies and the public in response to the Notice of Preparation (NOP). Accordingly, an EIR pursuant to CEQA (PRC 21000 *et seq*.) is required. This Draft EIR evaluates the direct, indirect, and cumulative impacts of the proposed Project in accordance with the provisions set forth in the CEQA Guidelines.

The primary intended use of this Draft EIR by LAHD is to inform agencies considering permit applications and other actions required to construct, lease, and operate the proposed Project and to inform the public of the potential environmental consequences of the proposed Project and alternatives analyzed in the EIR, mitigation measures that would reduce significant adverse environmental effects, and alternatives analyzed in the EIR. A Final EIR, including the Draft EIR and any revisions, comments and recommendations received on the Draft EIR, and responses to those comments (CEQA Guidelines §15132) is intended to be used to support permit applications, construction contracts, the lease, and other actions required to implement the proposed Project and to adopt mitigation measures that, where possible, could reduce or eliminate significant environmental impacts.

Federal, state, regional, and local agencies that have jurisdiction over some part of the proposed Project or a resource area affected by the proposed Project are expected to use the EIR as part of their approval or permit processes.

ES.2.2 Project Purpose

The proposed Project would help to meet the demand for efficient rail transport as contemplated by the LAHD's Intermodal Rail Policy, adopted in Resolution 6297 on August 11, 2004, which calls for on-dock and near-dock intermodal facilities for shippers, carriers, terminal operators, and Class I Railroads. In addition, in a Resolution adopted February 9, 2005 (LAHD, Resolution 6339), the LAHD found that there would be a strategic benefit to having competitively balanced, near-dock intermodal container transfer facilities, ensuring access for both of the Class I Railroads that serve the Ports. Through a public process involving solicitation of expressions of interest, the Port selected BNSF to propose a near-dock rail intermodal facility.

The primary objective and fundamental purpose of the proposed Project is to provide an additional near-dock intermodal rail facility serving the San Pedro Bay Port marine terminals that would meet current and anticipated containerized cargo demands, provide shippers with comparable intermodal options, incorporate advanced environmental

controls, and help convert existing and future truck transport into rail transport, thereby providing air quality and transportation benefits.

The following specific objectives of the proposed Project would accomplish the primary objective and fundamental purpose:

1. Provide an additional near-dock intermodal rail facility that would:
   a) Help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals, and
   b) Combine common destination cargo "blocks" and/or unit trains collected from different San Pedro Bay Port marine terminals to build trains for specific destinations throughout the country.
2. Reduce truck miles traveled associated with moving containerized cargo by providing a near-dock intermodal facility that would:
   a) Increase use of the Alameda Corridor for the efficient and environmentally sound transportation of cargo between the San Pedro Bay Ports and destinations both inland and out of the region, and
   b) Maximize the direct transfer of cargo from port to rail with minimal surface transportation, congestion and delay.
3. Provide shippers carriers, and terminal operators with comparable options for Class 1 railroad near dock intermodal rail facilities.
4. Construct a near-dock intermodal rail facility that is sized and configured to provide maximum intermodal capacity for the transfer of marine containers between truck and rail in the most efficient manner.
5. Provide infrastructure improvements consistent with the California Goods Movement Action Plan.

ES.2.3 Baseline

CEQA Guidelines (§15125(a)) state that "an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published…from both a local and regional perspective". The NOP was released in September 2005. Therefore, the baseline conditions for the proposed Project are, in general, the operational activities that occurred, and conditions as they existed, in 2005.

ES.3 Proposed Project

ES.3.1 Overview

The proposed Project would be located approximately four miles north of the ports of Los Angeles and Long Beach (Ports) (Figure ES-1), on land owned primarily by the LAHD within the City of Los Angeles but also on adjacent private property in the cities of Los Angeles, Carson, and Long Beach. The proposed Project would occupy 96 acres of LAHD property and approximately 57 acres of non-LAHD property, for a combined total of 153 acres.

The proposed Project site is located near the Wilmington community and the City of Carson to the west, the City of Carson to the north, and the City of Long Beach to the east, in a primarily industrial area bounded generally by Sepulveda Boulevard to the

north, Pacific Coast Highway (PCH) to the south, the Dominguez Channel to the west, and the Terminal Island Freeway to the east (Figure ES-1). The general area is characterized by heavy industry, goods handling facilities and port-related commercial uses consisting of warehousing operations, trucking, cargo operations, transloading, container and truck maintenance, servicing and storage, and rail service.

The proposed Project (Figure ES-2, Table ES-1; see Section 2.4 for details) involves constructing and operating an intermodal railyard that would transfer containerized cargo between trucks and railcars. The proposed Project area is currently occupied by businesses, some port-related, under existing leases of various kinds with both the LAHD and other property owners. The proposed Project would result in the termination of these leases and in some tenants relocating to nearby sites. Other non-LAHD land would require property acquisition by BNSF and the removal of existing businesses. For the purposes of this EIR it is assumed that construction of the proposed Project would occur from 2013 to 2015 and that BNSF would operate SCIG under a new 30-year lease with LAHD starting in 2016 and ending in 2046.

Major elements of the proposed Project evaluated in this EIR include:

- Property acquisition, relocation and/or tenancy termination of existing businesses, and the offering of new leases and licenses by LAHD and SCE to some of the existing site occupants;
- Demolition of existing structures and construction of some replacement tenant facilities on nearby sites;
- Constructing lead rail tracks to connect to existing rail lines including the Alameda Corridor, enhancing rail access by widening the Dominguez Channel rail bridge, reconstructing the Sepulveda Boulevard rail bridge and the PCH overpass , and constructing roadway improvements including a truck underpass at Sepulveda Boulevard; and
- Construction and operation of an intermodal railyard consisting of loading and storage tracks for trains, electric-powered rail-mounted cranes incorporating regenerative braking technology, container loading and storage areas, locomotive service area, administrative and maintenance facilities, lighting, paved roadways, and a truck gate complex.
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Figure ES-1. Project Site and Vicinity.

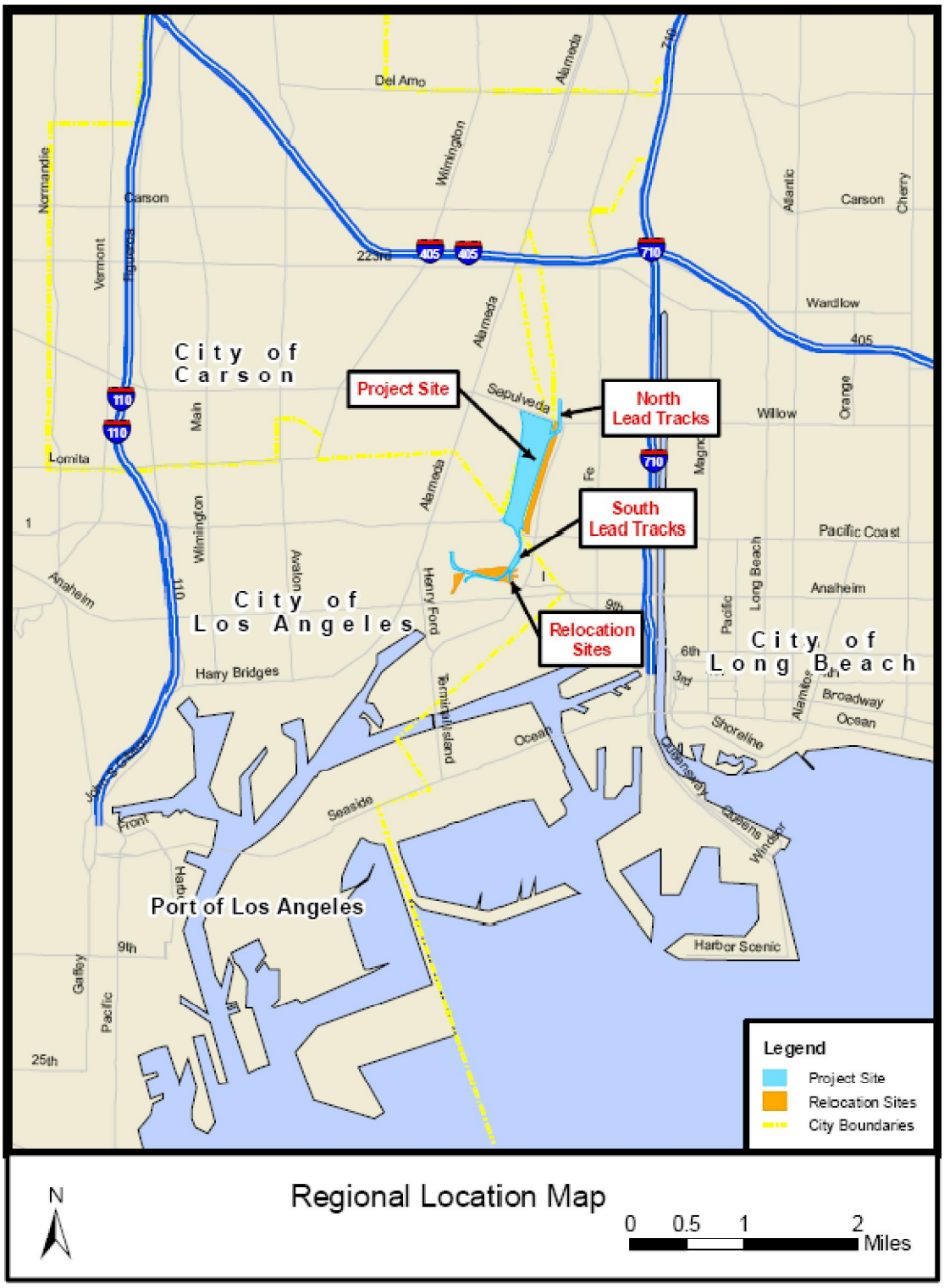


Figure ES-2a. Proposed Project at Buildout.

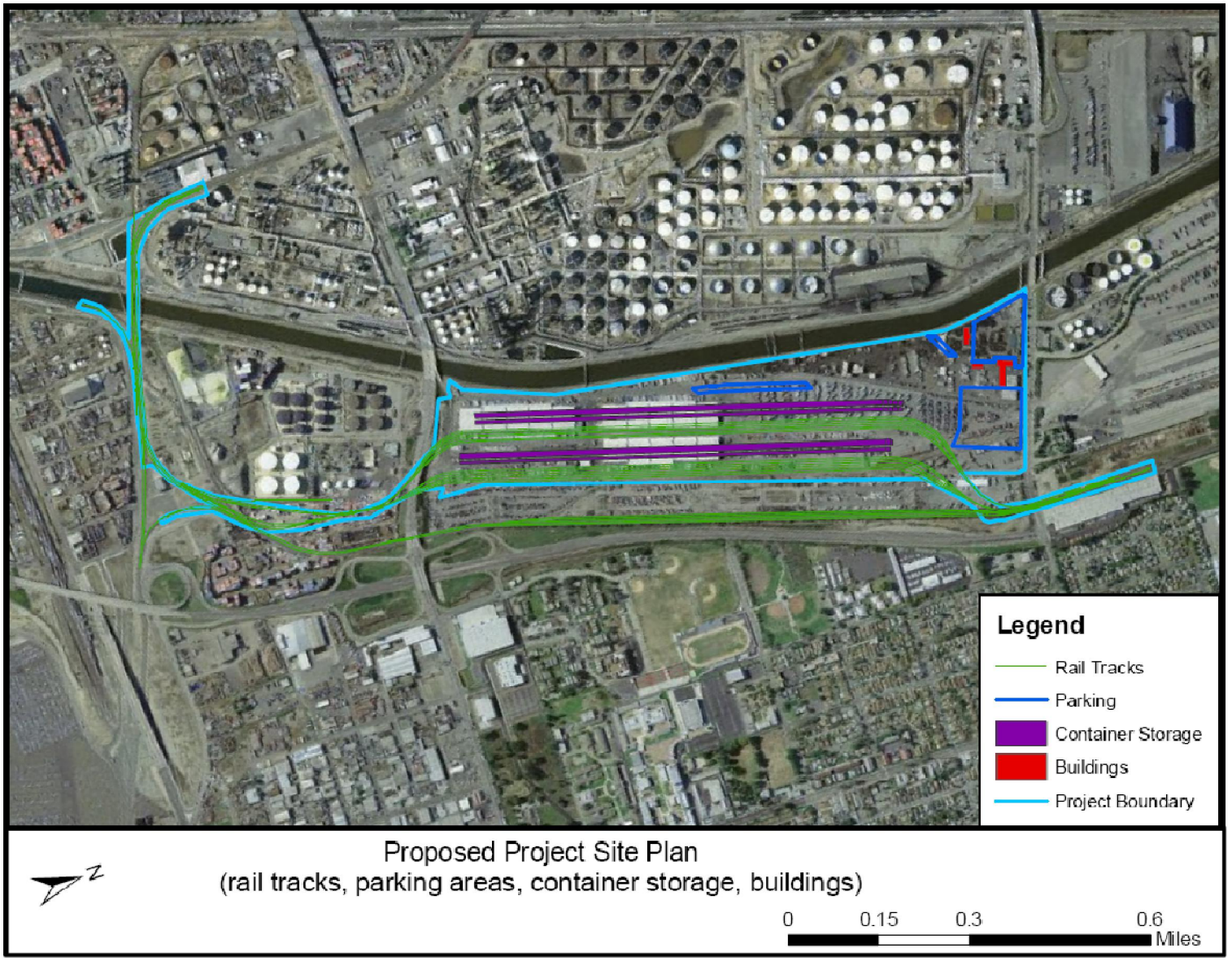
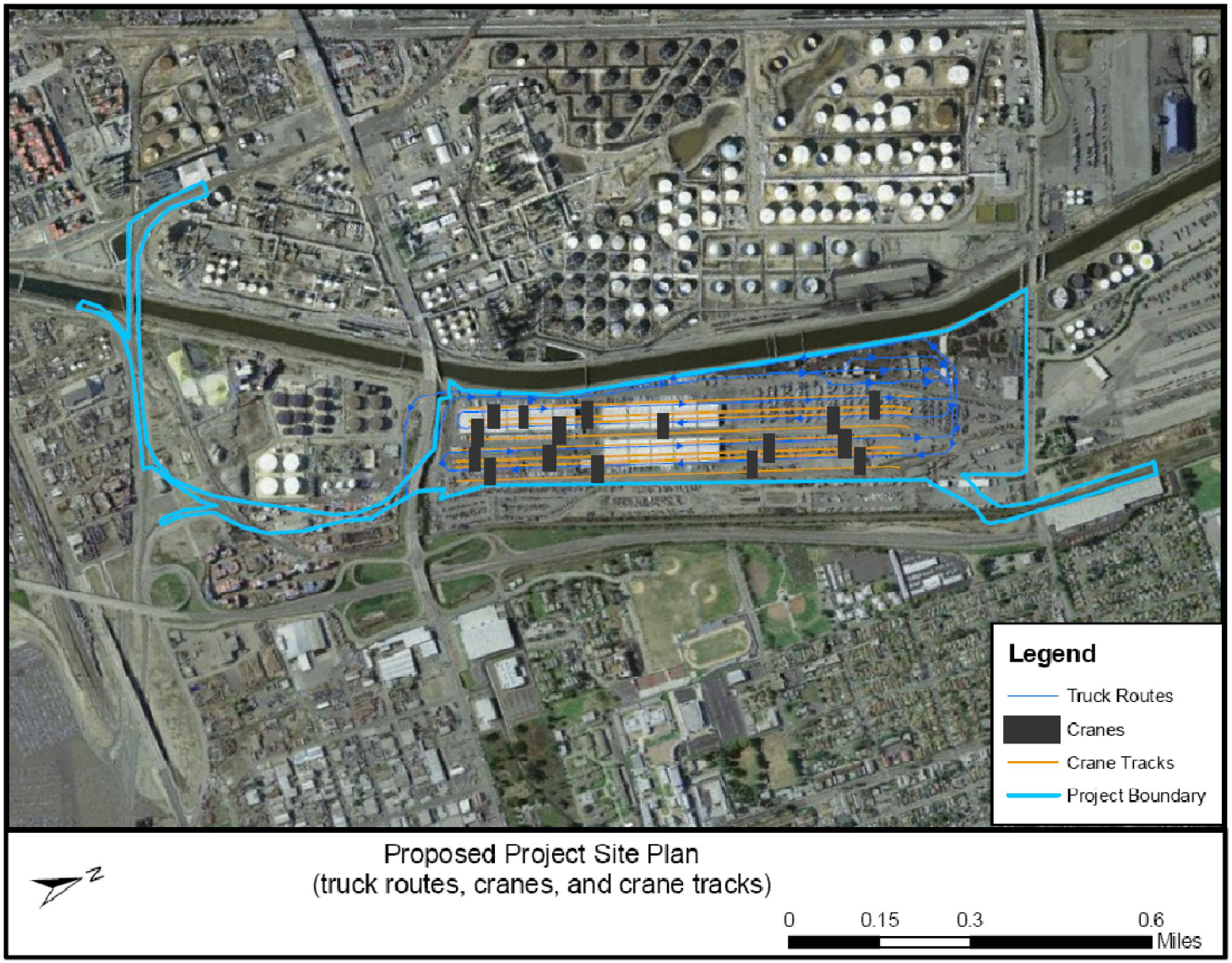


Figure ES-2b. Proposed Project at Buildout.



ES.3.2 Project Description

ES.3.2.1 Property Acquisition and Tenant Relocations

The proposed Project requires acquisition or lease of non-LAHD properties by the project proponent BNSF and certain lease terminations and business relocations on LAHD properties (described in detail in Section 2.4.2.1). Of the existing businesses within the proposed Project site, only three (a portion of California Cartage, Fast-Lane Transportation, and the Alameda Corridor Transportation Authority (ACTA) maintenance yard) would be relocated to nearby properties as part of the proposed Project. All other remaining businesses within the proposed Project site on LAHD properties would have their leases non-renewed/terminated and all but two of those on non-LAHD properties would be removed upon acquisition of the properties by BNSF. The displaced businesses for which no relocation sites were identified as part of the proposed Project or during the time of this analysis are assumed to move to other compatible areas in the general port vicinity as part of their own business operations and plans.

The identified relocation sites for Fast Lane Transportation and a portion of California Cartage operations are located south of the railyard site (Figure ES-2), and the ACTA maintenance facility would move to an approximately 4.5-acre site just west of the Dominguez Channel. Because the proposed Project would affect access and occupy a portion of the adjacent land owned by Southern California Edison (SCE) to the east, the proposed Project assumes two existing SCE tenants -- California Cartage and Three Rivers Trucking, would maintain the properties they currently lease from SCE. All of these businesses would construct new facilities that are assumed to generally resemble the existing facilities except for being more modern and efficient. They are assumed to continue operating on their existing parcels through the first construction year while the new facilities are being constructed, and then to resume operations on their new sites and the existing leased SCE property.

ES.3.2.2 Railyard Elements

The new railyard (described in detail in Section 2.4.2.2) would have three major sets of tracks (two sets of loading tracks, each with six tracks, and one set of two storage tracks) comprising a total of approximately 105,000 feet of track (including the north and south lead tracks, see below) and at least 37 switches. The railyard would also include a number of support elements such as cargo-handling equipment (yard hostlers and support vehicles), 20 electric-powered, rail-mounted, wide-span gantry cranes (RMGs) up to 98 feet high for loading and unloading trucks and trains and managing the stacks of containers, office and maintenance buildings, 40 high-mast light standards for area lighting, and a truck gate complex.

Two sets of lead tracks (described in detail in sections 2.4.2.3 and 2.4.2.4) would extend north and south from the railyard. The two north lead tracks, one from each group of loading tracks, would be elevated and cross the SCE property and Sepulveda Boulevard on a rail bridge to connect the railyard to the Ports' San Pedro Branch track. These approximately 1,000-foot-long tracks would operate primarily as tail tracks for the assembly and breaking down of trains. The north lead tracks would require the relocation of existing SCE electrical towers in order to meet clearance requirements by the State Public Utilities Commission (PUC). The two south lead tracks, each approximately 4,000

feet long, would link the railyard to the Alameda Corridor, west of the facility, and would serve as the facility's connection to the regional rail network; normally, all trains would enter and exit the facility on the south lead tracks. The south lead tracks would curve westward under PCH, connect to the Ports' Long Beach Lead track, cross the Dominguez Channel on a reconstructed bridge, and then join the Alameda Corridor mainline tracks.

The proposed Project would include a number of roadway and trackage improvements (described in detail in Section 2.4.2.5) in order to provide truck and train access to the SCIG facility and adjacent SCE property. A new interchange would be constructed on the Pacific Coast Highway (PCH) to provide truck access to the facility and to allow the south lead tracks to pass under the PCH. The Dominguez Channel Bridge would be widened to accommodate the south lead tracks, and the existing railroad bridge over Sepulveda Boulevard would be replaced by a modern bridge capable of carrying three tracks (the north lead tracks and the San Pedro Branch track). An underpass at Sepulveda Boulevard would also be constructed beneath the elevated north lead tracks to provide truck and other vehicular access to the SCE property.

ES.3.2.3 Construction

Construction of the proposed project would occur over approximately a 36-month period from 2013 to 2015, with the last phase limited to erection of cranes occurring in 2015. In addition to construction of the proposed Project, construction activities would occur for the relocated tenant sites. Construction activities (described in detail in Section 2.4.3) would occur essentially simultaneously in three major areas:

1. The railyard including the north lead tracks and railroad bridge over Sepulveda Blvd;
2. PCH grade separation and interchange;
3. The south lead tracks area along the Long Beach Lead and Alameda Corridor, including the Dominguez Channel Bridge.

Depending on the amount of construction activity at any given time, there would be 30 to 150 workers per day, 12 to 30 pieces of construction equipment, and 30 to 150 vehicles transporting workers and materials to and from the various construction areas. Construction would normally occur during two shifts per day, consistent with City of Los Angeles code requirements to reduce noise and limit construction activities to daytime hours.

Activities common to all construction activities would include servicing construction equipment at designated areas; transporting construction workers, supervisors, and inspectors onsite in light-duty trucks and light buses; and controlling dust, track-out, and erosion by following a Construction Storm Water Pollution Prevention Plan. Construction in all areas would also include soil and groundwater remediation as necessary, hazardous waste management from demolition and remediation activities, staging area management, and public utility and traffic management.

ES.3.2.4 Operations

The SCIG facility is assumed to begin operation at the start of 2016 and reach full operation (maximum capacity) in 2023. It would operate 24 hours a day (three labor shifts), 7 days per week, 360 days per year; trucks and trains would arrive at and depart from the facility day and night. Upon opening, the facility would have approximately 250 employees, which would increase to a maximum of 450 employees at full operation. The

facility's design and operational model include a high degree of automation and computerized logistics management in order to minimize truck trips.

Containers would be picked up from and delivered to the marine terminals in the Ports by on-road drayage trucks (big-rig, semi-trailer trucks) operated under contracts between various trucking companies and BNSF for drayage between the SCIG railyard and the Ports. The contracts would specify that all trucks would be powered by engines that meet or exceed the 2007 EPA on-road standards, thereby ensuring compliance with the 2010 Clean Air Action Plan's (CAAP) Clean Truck Program engine emissions requirements.

The facility would operate like a circuit. Drayage trucks would arrive at and depart from the facility hauling shipping containers on chassis. At full capacity an average of approximately 5,542 trucks, carrying 4,167 containers, would arrive at and depart from the facility each day, as well as employee and vendor traffic. Drayage would occur along designated truck routes to avoid residential areas (see Figure 2-4), which would be enforced through BNSF's drayage contracts by requiring global positioning system (GPS) units. Inbound trucks would enter the SCIG railyard from the PCH off-ramps and proceed to an on-site entry portal to undergo an automated inspection and identification process before entering onsite queuing lanes leading to checkpoints and the facility entrance. Trucks would be directed to trackside where the container would be unloaded either directly to a railcar or onto a container stack by the RMG cranes. Most empty trucks would then be directed to another area to be loaded with an outbound container by another RMG, although in some cases the trucks might leave the facility empty.

At full operation, the SCIG railyard is expected to handle eight inbound and eight outbound trains per day. The trains would enter and leave the facility via the Alameda Corridor. Consistent with CAAP Measure RL-2 and pursuant to the 2005 California Air Resources Board (CARB) Memorandum of Understanding, BNSF would maximize the use of ultra-low sulfur diesel (ULSD) fuel in the locomotives that would haul the trains. Inbound trains would exit the Alameda Corridor, proceed across the Dominguez Channel Bridge onto one of the facility's south lead tracks, and be routed onto a clear unloading (strip) track. Trains would typically be longer than a single strip track, and would have to be divided into two smaller segments (blocks) in order to be positioned on the strip tracks for loading and unloading. Outbound trains would be assembled ("built") and leave the facility in essentially the reverse process. BNSF has represented that locomotive movements within the railyard and along the north lead track would not require the locomotives to sound their horns, as warning devices such as lights and barriers to prevent rail/truck conflicts would eliminate the need for horns.

The proposed Project would provide BNSF with the capacity to handle an estimated 1.5 million containers or 2.8 million TEUs (Twenty-foot-Equivalent Units, a measure of containerized cargo based on a standard twenty-foot-long container; because containers come in several sizes, the conversion factor between number of containers and TEUs is roughly 1.85) per year at full operation and would involve approximately 2 million truck trips between the facility and port terminals per year (Table ES-1). The truck trips would replace truck trips that would otherwise go to the BNSF Hobart Yard in East Los Angeles, a journey of 24 miles each way. The proposed facility would incorporate an operational model that emphasizes the efficient movement of trucks and trains by incorporating design elements to enhance fluidity of operations and providing direct rail access to the Alameda Corridor, thereby increasing the benefits expected from the Alameda Corridor's use.

Table ES-1. Project Summary Matrix.

Element	Description
Railroad tracks	• 12 loading • 2 support • North lead tracks • South lead tracks • 2 service tracks
Electric-powered rail-mounted gantry cranes (RMG cranes)	• 10 loading • 10 stacking • 90 - 100 feet in height • Regenerative braking technology
Cargo-Handling Equipment	• 10 Liquefied Natural Gas (LNG)-fueled or equivalent yard hostlers • One diesel-powered railcar wheel changer
Drayage trucks	• On-road trucks meeting 2007 EPA on-road standards • Compliant with 2010 CAAP • Use of designated truck routes, monitored by GPS
Locomotives	• Low-emitting switching locomotive engines • Line-haul locomotives meeting 1998 SCAQMD MOU, 2005 CARB MOU and EPA linehaul locomotive emissions standards • Ultra-low-sulfur diesel (ULSD) fuel • Automatic idling reduction devices
Lighting	• Forty high-mast light poles, low-glare crane lighting, perimeter lighting, and roadway lighting. • Automation and efficient directional and shielding features
Truck trips per year (one-way) [1, 2]	• 1.5million in 2016 • 2.0 million by 2023 (at full capacity)
Train trips per year (round trips)[3]	• 2,160 trips in 2016 • 2,880 trips by 2023 (at full capacity)
Throughput (TEUs/lifts)	• 2 million/1.1 million annually in 2016 • 2.8 million/1.5 million annually by 2023
Containers per day	• 3,034 in 2016 • 4,167 by 2023
Employees	• 250 in 2016 • 450 by 2023

1) The number of trucks is greater than the number of containers to allow for a proportion of "bobtail" (i.e., unloaded) trips in cases where a truck is not loaded in both directions. The ratio of truck moves to containers is 1.33:1.
2) Total trips; the number of trips in each direction would be half of the total.
3) A train is assumed to carry 260 containers; the number of train moves per day would be double the number of round trips (i.e., one inbound move, one outbound move).

ES.4 Alternatives to the Project

ES.4.1 Basis of Alternatives

The CEQA Guidelines (§15126.6 et seq.) require that an EIR describe a range of reasonable alternatives to a project that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant environmental impacts. The EIR should briefly describe the rationale for selection and rejection of alternatives, compare the merits of the alternatives, and determine an environmentally superior alternative.

ES.4.2 Alternatives Considered

Fourteen alternatives to the proposed project, including alternative sites, alternative layouts, and alternative concepts discussed during the NOP period, were considered during preparation of this Draft EIR. Of these, two alternatives (the No Project Alternative and the Reduced Project Alternative) that either achieve most of the proposed Project objectives or are required under CEQA have been carried forward for detailed analysis in Chapters 3 and 5. These alternatives are summarized below and described in detail in Section 2.5. The remaining twelve alternatives considered, including concepts that would not eliminate the need for a near-dock intermodal facility, or that would address other aspects of the goods movement chain, were eliminated from detailed consideration, as discussed in Section ES.4.4 and sections 2.5 and 2.6.

ES.4.3 Alternatives Analyzed in this Draft EIR

The two alternatives to the proposed Project that are considered in this Draft EIR are:

1. Alternative 1 – No Project Alternative
2. Alternative 2 – Reduced Project Alternative

Table ES-2 presents a summary of the key features of the proposed Project and alternatives. Section 2.5.3 describes these alternatives in detail, and their environmental impacts are evaluated in Chapter 5.

Table ES-2. Summary of Proposed Project and Alternatives at Full Buildout.

Element	Proposed Project	Reduced Project Alternative	No Project Alternative
Truck trips	2.0 million one-way trips by 2023	1.3 million one-way trips by 2023; 0.7 million additional trips to Hobart Yard	3.2 million one-way trips by 2023
Train trips	8 trains per day by 2023	6 trains per day by 2023	8 trains per day by 2023
Throughput	2.8 million TEUs by 2023	1.85 million TEUs by 2023	2.8 million TEUs by 2023
Employees	450 by 2023	270 by 2023	Baseline + 10% growth by 2016

ES.4.3.1 Alternative 1 – No Project Alternative

The No Project Alternative considers what would reasonably be expected to occur if the Port did not approve the proposed Project (CEQA Guidelines Section 15126.6(e)(3). Under the No Project Alternative, the Port would not issue any permits or discretionary approvals, the SCIG Project would not be built, and existing uses at the site would continue under existing or holdover leases. The No Project alternative assumes a 10 percent growth in activity levels of those uses between 2005 and 2016.

BNSF would handle the additional intermodal traffic expected from future increases in cargo volumes at its Hobart and Commerce railyards, in East Los Angeles, approximately 24 miles north of the Ports. BNSF would expand the Hobart and Commerce yards to allow the facilities to handle 8,000-foot trains and the associated increased volume of containers. BNSF would re-organize its Southern California operations to handle primarily international (i.e., port) cargo at Hobart and shift the domestic cargo currently occupying a share of Hobart's capacity to other regional intermodal facilities.

This alternative assumes that drayage trucks that would operate between the marine terminals and the SCIG facility under the proposed Project would instead operate between the marine terminals and the Hobart Yard. Accordingly, compared to the proposed Project, the No Project Alternative would result in approximately 1,641 additional one-way truck trips per day in each direction in 2016, increasing to 4,460 additional one-way truck trips in 2023 and thereafter (see Table 2-2), primarily on I-710. Because of the distance to the Hobart Yard, each trip would be approximately 20 miles longer in each direction than under the proposed Project.

ES.4.3.2 Alternative 2 – Reduced Project Alternative

In this alternative, the SCIG railyard described in the proposed Project would be constructed on the site, but its activity level would be limited by lease conditions. All physical features of the project would be the same as the proposed Project, including the container handling systems and the off-site improvements to roads and trackage (Section 2.4.2). The construction methods and schedule would be the same as the proposed Project (Section 2.4.3).

At full operation, the Reduced Project would handle approximately 1.85 million TEUs per year, and it is anticipated it would reach its operational capacity by 2016. Those containers would be transported by six trains and approximately 3,694 truck trips per day. The operational details of the facility would be the same as those of the proposed Project (Section 2.4.4); only the throughput would be different (Table 2-6). In addition, approximately 432,000 additional truck trips per year between the ports and Hobart would continue to carry the cargo that could not be accommodated at the Reduced Project Alternative.

ES.4.4 Alternatives Considered But Eliminated from Further Consideration

Alternatives and concepts considered but eliminated include:

1. Alternative sites outside the two ports;
2. Alternative sites inside the ports;
3. Different layouts for the proposed facility;
4. Different access to the site; and
5. Several concepts suggested during the NOP period that, although they do not constitute alternatives to building a near-dock railyard, are nevertheless discussed in Section 2.6 of this document.

ES.4.4.1 Alternative Sites Outside the Ports

In this alternative, the LAHD would authorize construction of a near-dock facility at a location outside its boundaries. The railyard would, like the proposed Project, use conventional cargo-handling and cargo moving technology. This alternative resembles the proposed Project in that it would be located outside the Ports, but it differs in that it would use a different site than the proposed Project site.

Four sites identified by the San Pedro Bay Ports Rail Market Study - Part 2 (Parsons 2004) were considered (Section 2.5.2.1). Three of the sites (Watson Yard, West of Alameda, and East of Alameda) are immediately adjacent to the Port of Los Angeles (POLA) in Wilmington; the fourth (Carson Street/Del Amo/West Alameda Street) is near the intersection of Alameda Street and I-405, approximately 6 miles north of POLA.

All four sites were considered too small, poorly configured, and in the case of the West Alameda site, too close to residential communities. The Watson site would necessitate construction of another railyard to replace the functions of the Watson Yard, the East of Alameda site would require extensive property acquisitions and business relocations, and the West of Alameda site has been designated as the site of the Pier A Railyard relocation, making it unavailable. All four were judged less suited to a railyard than the site of the proposed Project, and were eliminated from further consideration.

ES.4.4.2 Alternative Sites Inside the Ports

In this alternative, the Port would authorize construction of a near-dock railyard inside the POLA, or the Port of Long Beach (POLB) would authorize construction inside the POLB (a location inside the POLB would be outside of the POLA's jurisdiction, and would require authorization by the POLB Board of Harbor Commissioners). The railyard would, like the proposed Project, use conventional cargo-handling and cargo moving technology. Possible locations for a near-dock railyard inside the harbor districts (Section 2.5.2.2) include:

- A new landfill on the POLA/POLB border near Pier 400, a concept termed the Terminal Island Joint Intermodal Terminal (TIJIT) or Terminal Island Intermodal Gateway;
- The former LAXT site on Pier 300 in POLA;
- Berth 200 on the Port's Pier A (currently occupied by the DAB automobile import facility);

- A facility on POLB's Pier S; and
- A facility on POLB's Pier B.

All sites inside the ports would meet at least some of the project objectives, and all except the POLB Pier B site would likely have fewer community issues than the proposed Project because they would be farther away from residences and sensitive uses.

Construction of new land for a railyard for the TIJIT would have substantial biological impacts and require the use of mitigation credits that the LAHD does not possess. Accordingly, this alternative was rejected on the basis of its incompatibility with the Clean Water Act and the unavailability, to the LAHD, of mitigation credits for the necessary fill.

The LAXT site is not viable as LAHD has proposed to reconfigure the existing trackage and to add new trackage to provide storage and staging support for the existing Terminal Island on-dock yards, which cannot reach their design capacities without these support facilities.

The Berth 200/DAB site in POLA could support a small near-dock facility that would connect to the Alameda Corridor via the adjacent Los Angeles Lead Track. However, the Los Angeles Board of Harbor Commissioners, in their approval of TRAPAC terminal, approved the use of the Berth 200 site as a transfer and storage yard to support existing and future on-dock facilities. Accordingly, the site is no longer available for a near-dock intermodal facility.

The Pier S site is wholly owned by the Long Beach Harbor Department, and therefore outside the jurisdiction and authority of the LAHD. Furthermore, the site is under consideration by the Port of Long Beach for a container terminal or multi-use container storage facility, and is in any case too small for a modern line-haul intermodal facility, which requires double-ended strip tracks.

The Pier B site in POLB, which includes the area designated in the Parsons study as the Eighth Street Yard, has been considered for an intermodal facility. However, the RSU (Parsons, 2010) identified the need for a storage and transfer yard to support on-dock operations, and concluded that the Pier B site should be developed for that purpose.

All of the sites inside the ports have constraints that make them either unsuitable or unavailable for near-dock intermodal railyards, meaning that they could not meet the project's objectives. Accordingly, all were eliminated from further consideration as alternatives to the proposed Project.

ES.4.4.3 Alternative Layouts for the Proposed Project Site

Two alternative configurations for a railyard on the site of the proposed Project were considered (Section 2.5.2.3): a single-ended track layout and a double-ended layout with standard track centers rather than the closer centers of the proposed Project. A single-ended railyard would eliminate the need for the north lead trackage and would permit slightly longer strip tracks, since there would be no ladder tracks at the north end of the railyard. The alternative would not require any additional land, could be less expensive to build than the proposed Project, and would likely have somewhat fewer interactions with the communities at the north end of the site. However, a single-ended layout would result in less efficient operations, which would increase impacts such as air quality and, possibly, traffic. These increased impacts could offset the reduced impacts associated

with elimination of the north lead tracks; accordingly, this concept was eliminated from further consideration.

The double-ended, standard-width track center layout represents the conventional layout of existing large intermodal yards. The yard would be serviced by conventional diesel-powered rubber-tired gantry cranes (RTGs) for stacking and railcar loading and unloading (RMGs cannot be employed in a wide-center layout). Although this concept would meet the project's objectives and is technically feasible, it would not eliminate any impacts, and would likely result in greater impacts due to the use of more polluting equipment. Accordingly, this alternative was eliminated from further consideration.

ES.4.4.4 Different Site Access

In this alternative, access to the site would be provided from Sepulveda Boulevard at the north end of the facility, instead of from PCH. The alternative is technically feasible and would achieve the Project's objectives, but it would not avoid or substantially lessen any significant environmental impacts. The route (between the marine terminals and the Project site) would be longer than the PCH route, thereby increasing emissions, and it would also introduce additional traffic to a segment of Sepulveda Boulevard that already accommodates all of the ICTF traffic. In addition, the northern access concept would route truck traffic along the Terminal Island Freeway between PCH and Sepulveda, increasing impacts to areas east of the Terminal Island Freeway. Accordingly, the northern access concept was eliminated from further consideration.

ES.4.5 Assessment of Other Goods Movement Concepts

A number of concepts for reducing the environmental and community impacts of the proposed Project were suggested during the NOP period, in both written and oral comments. The concepts considered project alternatives under CEQA were presented in sections ES.4.3 and ES.4.4. The remaining concepts are not considered alternatives because they either 1) do not eliminate the need for a near-dock intermodal facility, or 2) address other aspects of the goods movement chain than handling intermodal rail traffic, or 3) rely on modifying other aspects of the goods movement chain based on prototype or future technologies and infrastructure. These concepts fall into two major groups:

- Concepts for avoiding building a near-dock railyard; and
- Other approaches to moving containers in the region.

These concepts focus on eliminating diesel trucks from local and regional highways either by using trains for short-haul transport or by using advanced technologies to move containers.

ES.4.5.1 Approaches to Avoiding Building a Near-Dock Railyard

Two basic concepts have been advanced for avoiding the need to build a near-dock facility, namely 1) building more on-dock yards and 2) building a railyard well inland of the ports and conveying the cargo to it on short-haul trains.

ES.4.5.1.1 Additional On-Dock Railyards

As discussed in detail in Section 1.1.5.3, additional on-dock capacity or use beyond the volumes already planned for cannot be achieved. The Ports have maximized the size of

planned and proposed on-dock railyards and support rail infrastructure via detailed master planning, rail system computer modeling/simulation, preliminary engineering, and final design for some of the infrastructure. The rail network within the Ports will reach capacity with forecasted operations from existing and planned on-dock facilities by 2020, even with implementation of all planned rail improvement projects. Accordingly, additional on-dock facilities would not yield higher capacity or greater utilization of rail transport.

ES.4.5.1.2 Inland Port/Remote Railyard

In this concept, imported containers would be transported by shuttle train from the marine terminals to an inland railyard, essentially a remote off-dock yard. At the inland facility containers would be sorted according to final destination: a) eastbound cargo would be either sorted directly onto common-destination trains or transloaded into larger containers for later trains; b) regional import cargo would be loaded onto trucks for transport throughout the Southwest; c) Los Angeles Basin import cargo would be drayed back into the basin. Export cargo would move in reverse, loaded onto trains at the inland port bound for the marine terminals.

This concept would eliminate the port-area truck trips associated with draying containers to near-dock and off-dock railyards, thus reducing port-area traffic impacts and some truck emissions. It is not clear, given the complexities of operating shuttle trains on the regional rail network, whether locomotive emissions would be reduced. Traffic and air emissions would be increased in the Inland Empire as a result of additional, possibly longer, truck trips, grade crossing blockages, and truck and locomotive emissions. Export cargo from the western part of the Los Angeles Basin would have to be drayed east to the inland facility, then hauled back west to the ports, on a shuttle train, and import cargo destined for the western area would have to be drayed back west after the train trip east to the inland facility. Furthermore, it is unlikely that the railroad mainlines have adequate capacity to handle substantial numbers of shuttle trains east of the Alameda Corridor.

This alternative would require: a) acquiring land and entitlements and constructing a new railyard in the Inland Empire near the existing BNSF and/or UP mainline tracks; b) enhancing the Alameda Corridor and the BNSF and UP mainlines; and c) converting marine terminals in the port area to emphasize on-dock railyards over on-site container management and local delivery. The first two would be challenging and expensive, given the likely substantial community opposition in the Inland Empire but are likely feasible. The third would be extremely expensive, time-consuming, and highly disruptive to the goods movement industry as marine terminals were taken out of service. Virtually every study conducted to date shows that such facilities are not feasible purely from a business enterprise standpoint, and the ports lack the authority to mandate such a fundamental change.

ES.4.5.2 Alternative Container Transport Systems

Concepts have been proposed for reducing the extent to which the southern California goods movement system relies on diesel trucks for moving containers between the marine terminals in the ports of Los Angeles and Long Beach and their immediate destinations at intermodal railyards and major distribution centers throughout the region. This “Zero Emissions Container Movement System”, or ZECMS concept could be viewed as either an alternative to the proposed Project or an alternative project element. In the first case, a ZECMS technology would replace the proposed SCIG facility and link the marine terminals directly to a final destination. In the latter case, it would replace truck trips from marine terminals to the proposed Project site. ZECMS has not yet reached the point

of being technologically or economically feasible, and therefore cannot be carried through this EIR as an alternative in either form. Nevertheless, ZECMS concepts are considered here as an indication of potential future developments related to the ZECMS concept, and in furtherance of continued demonstration of these technologies, the Board may require a project condition that BNSF participate in a ZECMS demonstration program (see Section 3.2.5 for details).

Section 2.6.2 contains a detailed description of the process the ports have gone through to evaluate potential ZECMS technologies and summarizes the ZECMS concepts. Two basic approaches to ZECMS technologies are in the evaluation process: 1) systems based on new, dedicated fixed guideways (e.g., elevated monorails), and 2) systems based on existing guideways (i.e., roads and rail lines). In the dedicated guideway approach, magnetic levitation and linear synchronous motor technology, both of which are entirely electric, are being considered for motive power. In the existing guideway approach, linear synchronous motor technology is being considered for rail-based guideways and fuel cells and electric trucks are being considered for road-based guideways.

The dedicated guideways would be purpose-built, which would likely require right-of-way acquisition, and would likely be elevated, which implies high capital costs. The existing guideway approach would require specialized vehicles and could require electricity infrastructure, but would not require right-of-way acquisition or major construction.

In 2009 the two ports initiated their Alternative Container Transportation Technology Study by soliciting concepts for designing, building, financing, operating, and maintaining a ZECMS between the Ports and the existing ICTF and proposed near-dock rail facilities (i.e., the SCIG facility). The seven responses included all of the ZECMS concepts described above. The evaluation panel concluded that none of the responses demonstrated that the intended ZECMS objectives could be achieved, and that none of the concepts could be deemed ready at this time for application in the port environment. A similar effort undertaken for the I-710 Corridor Project EIS/EIR reached a similar conclusion from its technology review (URS, 2009a and 2009b).

The zero emissions container transport concepts, while not feasible at this time, are nonetheless promising future options for development by the ports and other elements of the goods movement industry. To this end, the ports and ACTA continue to investigate promising technologies for transporting containers between port terminals and near-dock railyards, including a linear synchronous motor proof-of-concept demonstration and the development and deployment of all-electric and fuel-cell trucks. In a related effort, the I-710 Corridor Project is also investigating promising alternatives to conventional truck drayage.

Additionally, through the CAAP the Ports have committed to evaluating, and if feasible bringing to commercial reality, alternative technologies with the intention of encouraging the application in the port area of clean technologies for moving cargo. It is the express charge of the CAAP's Technology Evaluation Program both to solicit proposals to develop specific technologies and to evaluate unsolicited proposals for emerging technologies.

ES.5 Environmental Impacts

The LAHD determined that an EIR should be prepared for the proposed Project. The LAHD issued a NOP, and CEQA Initial Study (IS) Checklist for the SCIG Project EIR

on September 20, 2005 (State Clearinghouse Number 2005091116), and the comment period ended October 19, 2005. A Supplemental NOP/IS was issued on October 31, 2005, in response to comments, and the review period ended December 15, 2005.

This Draft EIR has been prepared to evaluate potentially significant impacts associated with the proposed Project and alternatives, and to evaluate if the proposed Project could result in cumulative impacts with other development projects in the surrounding area. A significant impact is an impact determination under CEQA and refers to a substantial or potentially substantial significant change in any of the physical conditions within the area affected by the Project compared to baseline conditions (see Section ES.2.3). 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.5.1 Impacts Not Considered in this Draft EIR

The NOP identified issue areas in which the proposed Project had potentially significant impacts. The NOP also determined that several resource areas would not be affected. In accordance with CEQA, issues found in the NOP/IS that have no impact do not require further evaluation and are not addressed in this EIR. Therefore, this Draft EIR does not address impacts to agricultural or mineral resources or to recreation.

ES.5.2 Impacts of the Proposed Project and Alternatives

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

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Land Use
- Noise
- Transportation
- Utilities and Public Services
- Water Resources.

These issues are evaluated in sections 3.1 through 3.12. In addition, this EIR considers the cumulative impacts of the proposed Project (Chapter 4), the Alternatives to the proposed Project (Chapter 5), Environmental Justice (Chapter 6), Socioeconomics (Chapter 7), Growth-Inducing Impacts (Chapter 8), and Significant Irreversible Changes (Chapter 9). Summary descriptions of the impacts, mitigation measures, and residual impacts for the proposed Project (and Alternatives) are provided in Table ES-3 at the end of this chapter.

ES.5.2.1 Unavoidable Significant Impacts

This Draft EIR has determined that implementation of the proposed Project or one or more of the Alternatives (see Section 5.5.2 for more detail) would result in significant and unavoidable impacts on:

- Aesthetics (Impact AES-1)
- Air Quality (Impacts AQ-1; AQ-2; AQ-4; AQ-8)
- Cultural Resources (Impact CR-2)
- Greenhouse Gases (Impacts GHG-1; GHG-2)
- Land Use (Impacts LU-2; LU-4)
- Noise (Impact NOI-6)
- Transportation (Impact TRANS-4)
- Utilities and Public Services (Impact PS-6).

Aesthetics Both the proposed Project and the Reduced Project Alternative would have a significant aesthetic impact related to demolition of the historic Sepulveda Boulevard railroad bridge (AES-1). Mitigation is available but would not reduce this impact to less than significant. Accordingly, impacts after mitigation would remain significant and unavoidable.

Air Quality Construction of both the proposed Project and the Reduced Project Alternative would result in emissions of criteria air pollutants that would exceed SCAQMD significance thresholds and air pollutant concentrations that exceed local, state and national ambient air quality standards (AQ-1, AQ-2); since mitigation measures would not reduce those emissions below the thresholds, they would remain significant and unavoidable. Operation of the proposed Project and alternatives would cause exceedances of one or more of the SCAQMD ambient thresholds for NO_2, PM_{10}, and $PM_{2.5}$, and the NAAQS for NO_2 (AQ-4). Mitigation measures applied to the proposed Project and the Reduced Project Alternative would not reduce the impacts below the thresholds, and no mitigation can be applied to the No Project Alternative. Accordingly, impacts after mitigation would remain significant and unavoidable. The No Project Alternative would not be consistent with regional and local air quality plans and policies, which would constitute a significant impact that cannot be mitigated (AQ-8).

Cultural Resources Both the proposed Project and the Reduced Project Alternative would have a significant cultural impact related to demolition of the Sepulveda Boulevard railroad bridge (CR-2). Mitigation is available but would not reduce this impact to less than significant. Accordingly, impacts after mitigation would remain significant and unavoidable.

Greenhouse Gases The proposed Project and alternatives would generate emissions of greenhouse gases (GHG) that would exceed the LAHD's threshold of zero increase. Accordingly, the proposed Project and alternatives would have significant impacts related to GHGs (GHG-1). The mitigation measures that would be applied to the proposed Project and the Reduced Project Alternative would not reduce GHG emissions to less than significant, and no mitigation can be applied to the No Project Alternative. Accordingly, impacts after mitigation of the proposed Project and alternatives under GHG-1 would remain significant and unavoidable. Climate change is projected to cause sea level rise that could cause inundation of the site. While future studies may find that those projections are invalid, the available information indicates that the impact is significant. No feasible mitigation is available to prevent that inundation; accordingly,

impacts remain significant and unavoidable. The No Project would not be consistent with state and local plans and policies to reduce GHG emissions (GHG-2), which constitutes a significant impact, and no mitigation can be applied to reduce that impact.

Land Use Both the proposed Project and the Reduced Project Alternative would have a significant secondary impact on land uses (LU-4) in the project area as a result of significant air and noise impacts. The mitigation measures that would be applied to the proposed Project and the Reduced Project Alternative would not reduce these impacts to less than significant. Accordingly, impacts after mitigation would remain significant and unavoidable. The No Project's inconsistency with the environmental goals of the relevant plans and policies would constitute a significant impact (LU-2), and no mitigation can be applied to reduce that impact.

Noise Both the proposed Project and the Reduced Project Alternative would have a significant impact on sensitive receptors in west Long Beach related to nighttime operational noise (NOI-6). Mitigation measures applied to the proposed Project and the Reduced Project Alternative would not reduce the impacts to less than significant. Accordingly, impacts after mitigation would remain significant and unavoidable.

Transportation The No Project Alternative would add trucks to the freeway system as a result of future increases in intermodal cargo. These additional trips would cause LOS to exceed the significance threshold at two locations on I-710, which is a significant impact (TRANS-4). No mitigation can be applied to the No Project Alternative to reduce this impact to less than significant. Accordingly, the impact would remain significant and unavoidable.

Utilities and Public Services The No Project Alternative would result in continued generation of solid waste, which has the potential to exceed landfill capacity in the future (PS-6). No mitigation can be applied to the No Project Alternative to reduce this impact to less than significant. Accordingly, the impact would remain significant and unavoidable.

ES.5.2.2 Summary of Significant Impacts that Can Be Mitigated to Less Than Significant

Table ES-3 identifies the significant impacts that can be mitigated to less than significant. This Draft EIR has determined that implementation of the proposed Project or one or more of the alternatives (see Section 5.5.3 for more detail) would result in significant impacts that can be mitigated on:

- Biological Resources (Impacts BIO-1a; BIO-1b)
- Cultural Resources (Impacts CR-1; CR-3)
- Noise (Impacts NOI-6)
- Utilities and Public Services (Impacts PS-6)
- Water Resources (Impacts WR-1a)

Biological Resources Construction of the proposed Project and the Reduced Project Alternative could adversely affect nesting habitat of bird and bat species protected under the Migratory Bird Treaty Act and the Endangered Species Act, and could adversely affect biota in the Dominguez Channel during widening of the railroad bridge. These effects would be a significant impact (BIO-1a and 1b). Mitigation measures to be applied during construction would reduce these impacts to less than significant.

Cultural Resources Both the proposed Project and the Reduced Project Alternative would have significant cultural impacts related to disturbance of cultural (CR-1) and paleontological (CR-3) resources during construction. Mitigation measures that would be applied during construction would reduce these impacts to less than significant.

Noise Both the proposed Project and the Reduced Project Alternative would have significant construction-phase noise impacts on sensitive receptors in west Long Beach (NOI-6). Mitigation measures to be applied during construction would reduce these impacts to less than significant.

Utilities and Public Services The proposed Project and Reduce Project Alternative would result in continued generation of solid waste, which has the potential to exceed landfill capacity in the future (PS-6). Mitigation measures would reduce this impact to less than significant.

Water Resources Construction of the proposed Project and the Reduced Project Alternative would potentially cause pollution of the Dominguez Channel from construction site runoff or spills, which would be a significant impact (WR-1a). Mitigation applied during construction would reduce the impact to less than significant.

ES.5.2.3 Summary of Less than Significant Impacts

Table ES-3 identifies the less-than-significant impacts for which no mitigation is necessary. This Draft EIR has determined that implementation of the proposed Project or one or more of the alternatives (see Section 5.5.3 for more detail) would result in less-than-significant impacts on:

- Aesthetics (Impacts AES-2)
- Air Quality (Impacts AQ-3; AQ-5; AQ-6; AQ-7)
- Biology (Impacts BIO-4)
- Geology (Impacts GEO-1 through GEO-4; GEO-6; GEO-8)
- Greenhouse Gases (Impacts GHG-2)
- Hazards and Hazardous Materials (Impacts RISK-1 through RISK-5 and RISK-7)
- Land Use (Impacts LU-1 through LU-3)
- Noise (Impacts NOI-1 through NOI-4; NOI-6 through NOI-12)
- Transportation (Impacts TRANS-1 through TRANS-3; TRANS-5)
- Utilities (Impacts PS-1 through PS-5; PS-7)
- Water Resources (Impacts WR-2 through WR-7)

Aesthetics The proposed Project and Reduced Project Alternative would install new lighting at the proposed railyard. Because of the modern design of the lighting and the distance of the facility from sensitive receivers, the impact under AES-2 would be less than significant. Although not required to reduce an impact, mitigation measure AES-1 requires compliance with the Port's terminal lighting guidelines during final design and follow-up monitoring and corrective measures to further reduce the impact.

Air Quality The proposed Project and the Reduced Project Alternative would generate criteria pollutant emissions (AQ-3) but those emissions would not exceed SCAQMD thresholds. The proposed Project would generate on-road traffic that would in turn generate CO emissions, but those emissions would not cause CO standards to be violated (AQ-5). The proposed Project and the Reduced Project Alternative would generate odors associated with diesel trucks and locomotives (AQ-6), but those odors would not be

objectionable at sensitive receptors. All three alternatives would have impacts related to public health (AQ-7), but those impacts would not exceed the thresholds of significance.

Biology The Project site and relocation sites do not contain wildlife migration corridors or nursery areas. Construction and operation of the proposed Project and Reduced Project Alternative would not affect any such resources. Operation would include a new source of night lighting, but the impact of that lighting on wildlife movements in the context or an already brightly-lighted industrial area would be less than significant.

Geology Construction of the proposed Project and the Reduced Project Alternative would occur on a site that is subject to seismic activity (GEO-1) and a remote chance of tsunamis (GEO-2), and could encounter soil settlement and subsidence (GEO-3), expansive soils (GEO-4), and ground water (GEO-6), and cause erosion (GEO-8). However, appropriate design and construction, as well as emergency planning, would result in less than significant impacts.

Hazards and Hazardous Materials Construction and operation of the proposed Project and Reduced Project Alternative would cause increased risks of accidents and upsets as a result of the use and transport of hazardous materials and the possibility of ruptures and spills during construction and operation, and could expose workers and the public to hazardous wastes (RISK-1 through RISK-3). With the application of standard controls and precautions such as emergency planning and response, as well as standard POLA lease measures for site remediation and contamination contingency planning, these impacts would be less than significant. Because the site is not on a list of hazardous materials sites or within one-quarter mile of a school the impacts of the proposed Project and Reduced Project Alternative would be less than significant (RISK-4 and RISK-6). The risk of terrorist actions would not be increased by construction or operation of the proposed Project and Reduced Project Alternative. Accordingly, impacts under RISK-7 would be less than significant for the proposed Project and Reduced Project Alternative. The No Project Alternative would result in an increased number of truck trips between the ports and the Hobart Yard in downtown Los Angeles as a consequence of future increases in intermodal cargo volumes through the ports. These trips would increase the frequency of truck accidents, but that increase is considered a less than significant impact.

Land Use The proposed Project and the Reduced Project Alternative would be consistent with existing zoning (LU-1), would not affect any areas designated for environmental preservation, would be consistent with the General Plan and other plan goals and policies (LU-2), and would not physically divide or isolate any communities (LU-3). Accordingly, both would have less than significant impacts.

Noise Construction and operation of both the proposed Project and the Reduced Project Alternative would have less than significant noise, vibration, sleep disturbance, and classroom speech interference impacts related to sensitive receptors in the City of Los Angeles (NOI-1 through NOI-5). Operation of the No Project Alternative would have less than significant noise vibration, and sleep disturbance impacts related to sensitive receptors in the City of Los Angeles (NOI-3 through NOI-4). Construction and operation of both the proposed Project and the Reduced Project Alternative, and operation of the No Project Alternative, would cause increased vibration, sleep disturbance, and classroom speech interference in the City of Long Beach, but the increases would not exceed allowable thresholds and would therefore be less than significant impacts (NOI-7 through NOI-9). Construction of the proposed Project and Reduced Project Alternative, and operation of all three alternatives would cause noise, vibration, and sleep disturbance

in the City of Carson (NOI-10 through NOI-12), but the increases would not exceed thresholds of significance, and the impacts would be less than significant.

Transportation Construction of the proposed Project and the Reduced Project Alternative would cause temporary increases in traffic that would represent a less than significant impact (TRANS-1). Operation of the proposed Project and the Reduced Project Alternative would result in decreases in traffic at study intersections, representing a less-than-significant impact (TRANS-2). Operation of the No Project Alternative would increase traffic at study intersections, but the increases would constitute less-than-significant impacts (TRANS-2). An increase in on-site employees in the operation of all three alternatives would result in a less than significant increase in public transit use (TRANS-3). Operation of all three alternatives would change regional truck traffic patterns. In the case of the proposed Project and Reduced Project Alternative, the change would represent a less than significant impact on freeways and local intersections and in the case of the No Project Alternative the impact on local intersections would be less than significant (TRANS-4). Operation of all three alternatives would increase rail traffic as a result of future increases in cargo throughput at the ports. However, the increased traffic would not exceed the capacity of the regional rail network and would not significantly increase delay at at-grade rail crossings. Accordingly, the proposed Project and both alternatives would have less than significant impacts on the regional rail system (TRANS-5).

Utilities and Public Services The proposed Project and the Reduced Project Alternative would result in continued demand for police and fire protection, water, and electricity, and would generate wastewater and runoff water. Because these demands could be met by existing infrastructure, impacts would be less than significant (PS-1 through PS-5, and PS-7).

Water Resources With the application of standard controls and best management practices, compliance with rules and regulations as well as standard POLA lease measures for site remediation and contamination contingency planning, construction and operation of the proposed Project and Reduced Project Alternative would have less than significant impacts related to construction-phase erosion, alteration of drainage patterns, site runoff, discharges of pollutants into waterways, ground water contamination, flooding, and exposure of contaminated soils that could be deleterious to human health (WR-2 through WR-7).

ES.5.2.4 Cumulative Impacts

ES.5.2.4.1 Proposed Project

The proposed Project was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. Cumulative impact evaluations for each resource are included in Chapter 4 of this Draft EIR. The proposed Project would not result in cumulatively considerable contributions to significant cumulative impacts (after applicable mitigation) for the following resource areas:

- Geology and Soils
- Hazards and Hazardous Materials
- Transportation
- Water Resources.

The proposed Project would result in cumulatively considerable impacts for the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gases
- Land Use
- Noise
- Transportation
- Utilities and Public Services.

The cumulative impacts related biological resources, cultural resources (ethnographic and paleontological) and transportation can be mitigated to less than significant, but those related to aesthetics, air quality, cultural resources (historical) , greenhouse gases, land use, noise, and utilities and public services cannot.

ES.5.2.4.2 No Project Alternative

The No Project Alternative would not involve construction but would involve more truck trips between the ports and Hobart Yard than the proposed Project. As described in Section 5.4.1, it would make a considerable contribution to significant cumulative impacts related to:

- Greenhouse Gases
- Land Use
- Transportation
- Utilities and Public Services.

As no mitigation can be applied to the No Project Alternative, these cumulative impacts would remain significant.

ES.5.2.4.3 Reduced Project Alternative

The Reduced Project Alternative would have the same cumulative impacts as the proposed Project (ES.5.2.4.1) except, as described in Section 5.4.2, it would involve more truck trips between the ports and the Hobart Yard. That difference means that the magnitude of effects on air quality, hazards and hazardous materials, and transportation would be greater with the Reduced Project Alternative than with the proposed Project. However, those differences do not change the summary of cumulative impacts presented in Section ES.5.2.4.1.

ES.5.2.5 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 6). The proposed Project and the Reduced Project Alternative would result in disproportionate effects on minority and low-income populations as a result of significant unavoidable impacts related to Aesthetics, Cultural Resources, and Noise. Significant impacts related to air

quality, biology, greenhouse gases, land use, public services, and water resources would either be reduced through mitigation, or would not fall on human populations, or would not fall disproportionately on minority and low-income populations.

The No Project Alternative would not have new, significant effects with respect to minority and low-income populations.

ES.5.2.6 Socioeconomic and Growth-Inducing Impacts

As discussed in Chapters 7 and 8, because the proposed Project and the Alternatives would be industrial facilities, they are not expected to stimulate 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.

Construction of the proposed Project and the Reduced Project Alternative would generate approximately 1,500 primary and secondary jobs in the regional economy, with an aggregate annual payroll of approximately $39 million and annual tax revenues of $11 million. Operation of the proposed Project would generate up to 1,096 primary and secondary jobs at full capacity, with an annual aggregate payroll of $80 million and tax revenues of $15 million. Operation of the Reduced Project Alternative would generate approximately 40 percent fewer jobs and proportionately less revenue than the proposed Project. Although the proposed Project and the Reduced Project Alternative would result in some business displacement, those displacements are not expected to lead to urban blight because the displacements would be minimal in the broader context of the surrounding community. Likewise, the significant aesthetic, air quality, and noise impacts would not be expected to lead to blight because they would occur in an industrial context that already experiences similar impacts.

The No Project Alternative would generate no construction jobs and up to 10 percent more operational-phase jobs than under baseline conditions.

ES.5.2.7 Significant Irreversible Changes to the Environment

The proposed Project and the Reduced Project Alternative would require the use of nonrenewable resources, principally fossil fuels and nonrenewable construction materials, to develop the site for Port-related activities. Fossil fuels and energy, both largely irretrievable, would be consumed during both the construction and the operational phases. Although the increase in the amount of materials used would be limited, they would nevertheless be unavailable for other uses. These irreversible changes would be justified by the increased efficiency in cargo handling at the ports that the proposed Project and the Reduced Project Alternative would provide.

ES.5.3 Environmentally Preferred and Environmentally Superior Alternative

CEQA requires identification of the environmentally superior alternative in an EIR. There is no set methodology for comparing the alternatives or determining the environmentally superior alternative under CEQA. Therefore, the number of significant adverse impacts for each of the Project, Reduced Alternative, and No Project Alternative

are compared. The alternative with the least number of significant unavoidable impacts is considered the Environmentally Superior Alternative.

The No Project Alternative is the alternative with the least significant impacts when compared to the Proposed Project and the Reduced Project Alternative. Similarly, since the Reduced Project Alternative has, by definition, less activity than the proposed Project, it is the Environmentally Superior Alternative outside of the No Project Alternative.

Nevertheless, the Proposed Project takes into consideration increased activity at the proposed site versus reduced activity on the 710 and in the area of the downtown railyards. Greater use of rail is contrasted with continued use of trucks for longer hauls. Impacts exist under both scenarios, although the specific impacts occur in different locations and in different severity. The Environmentally Superior Alternative analysis above is a simplified way to look at these issues, but cannot substitute for a review of the analysis in the EIR itself.

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

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.1 Aesthetics				
Proposed Project	**AES-1:** The proposed Project would cause a substantial degradation of the existing visual character or quality of the site and its surroundings.	**Significant impact**	**MM CR-2:** Archival Documentation and Interpretative Display **MM CR-3:** Salvage Plan for Noteworthy Elements See Cultural Resources summary, below, for text of MM CR-2 and MM CR-3	**Significant and unavoidable**
Alternative 1 (No Project)	**AES-1:** Alternative 1 would not cause a substantial degradation of the existing visual character or quality of the site and its surroundings.	No impact	Mitigation not required.	No impact
Alternative 2 (Reduced Project)	**AES-1:** Alternative 2 would cause a substantial degradation of the existing visual character or quality of the site and its surroundings.	**Significant impact**	**MM CR-2:** Archival Documentation and Interpretative Display **MM CR-3:** Salvage Plan for Noteworthy Elements See Cultural Resources summary, below, for text of MM CR-2 and MM CR-3	**Significant and unavoidable**
Proposed Project	**AES-2:** The proposed Project would result in a new source of light or glare that would not adversely affect day or nighttime views in the area.	Less than significant impact	Mitigation not required, but recommended. **MM AES-1:** Shielding and focusing exterior lighting. All proposed lighting installed with the proposed Project and at the relocation sites shall be in compliance with the applicable requirements of POLA's Terminal Lighting Design Guidelines. Light levels shall be measured at strategic points prior to the installation of the new lighting system and at the same points after the new lighting system is installed and operational to evaluate offsite light spill. Corrective measures to be implemented as determined by the Port if light levels in guidelines are exceeded.	Less than significant impact
Alternative 1 (No Project)	**AES-2:** Alternative 1 would not result in a new source of light or glare that would adversely affect day or nighttime views in the area**.**	No impact	Mitigation not required.	No impact
Alternative 2 (Reduced Project)	**AES-2:** Alternative 2 would result in a new source of light or glare that would adversely affect day or nighttime views	Less than significant impact	Mitigation not required, but recommended. **MM AES-1:** Shielding and focusing exterior lighting	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	in the area.		See Section 3.1 for mitigation measure details	
Proposed Project	**AES-3:** The proposed Project would not result in substantial shadow effects on nearby shadow-sensitive land uses.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**AES-3:** Alternative 1 would not result in substantial shadow effects on nearby shadow-sensitive land uses.	No impact	Mitigation not required.	No impact
Alternative 2 (Reduced Project)	**AES-3:** Alternative 2 would not result in substantial shadow effects on nearby shadow-sensitive land uses.	No impact	Mitigation not required	No impact
3.2 Air Quality and Meteorology				
Proposed Project	**AQ-1**: The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance.	**Significant impact**	**MM AQ-1**: Fleet Modernization for Construction Equipment • **Tier Specifications:** a. From January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-3 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-verified Level 3 DECS. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. This mitigation measure was quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15. b. From January 1, 2015 on: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-4 off-road emission standards at a minimum. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control	**Significant and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			strategy for a similarly sized engine as defined by CARB regulations. This mitigation measure was quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. The above "Tier Specifications" measures shall be met, unless one of the following circumstances exists, and the contractor is able to provide proof that any of these circumstances exists: • A piece of specialized equipment is unavailable as specified in 3(a), 3(b) or 3(c) within 200 miles of the Port of Los Angeles, including through a leasing agreement. If this circumstance exists, the equipment must comply with one of the options contained in the Step Down Schedule as shown in Table A below. At no time shall equipment meet less than a Tier 1 engine standard with a CARB-verified Level 2 DECS. • The availability of construction equipment shall be reassessed in conjunction with the years listed in the above Tier Specifications (Prior to December 31, 2011, January 1, 2012 and January 15, 2015) on an annual basis. For example, if a piece of equipment is not available prior to December 31, 2011, the contractor shall reassess this availability on January 1, 2012. • Construction equipment shall incorporate, where feasible emissions-savings technology such as hybrid drives and specific fuel economy standards. This mitigation measure was not quantified in the mitigated construction emissions. • Idling shall be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions.	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			MM AQ-2: Fleet Modernization for On-Road Trucks • Trucks used in construction will be required to comply with EPA Standards as described below. These standards were quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15: a. On-Road Trucks except for Import Haulers and Earth Movers: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2007 on-road emission standards for PM10 and NOx (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively). b. For Import Haulers Only: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt to and from the construction site via public roadways at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively). c. For Earth Movers Only: From January 1, 2012 on: All heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt within the construction site at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively). d. A copy of each unit's certified EPA rating and each unit's CARB or SCAQMD operating permit, will be provided at the time of mobilization of each applicable unit of equipment. The above standards/specifications shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			• A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement; • A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or • A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease. • Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property. This mitigation measure was not quantified in the mitigated construction emissions. • Idling will be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions. **MM AQ-3**: Additional Fugitive Dust Controls • SCAQMD's Best Available Control Technology (BACT) measures must be followed on all projects. They are outlined on Table 1 in Rule 403. Large construction projects (on a property which contains 50 or more disturbed acres) shall also follow Rule 403 Tables 2 and 3. • Active grading sites shall be watered three times per day.	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			• Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas. • Contractors shall provide temporary wind fencing around sites being graded or cleared. • Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. ("Spilling Loads on Highways"). • Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site. • The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed. • Open storage piles (greater than 3 feet tall and a total surface area of 150 square feet) shall be covered with a plastic tarp or chemical dust suppressant. • Stabilize the materials while loading, unloading and transporting to reduce fugitive dust emissions. • Belly-dump truck seals should be checked regularly to remove trapped rocks to prevent possible spillage. • Comply with track-out regulations and provide water while loading and unloading to reduce visible dust plumes. • Waste materials should be hauled off-site immediately. • Pave road and road shoulders where available. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			• Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. • Require the use of clean-fueled sweepers pursuant to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on-site or roads adjacent to the site to reduce fugitive dust emissions. • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation. **MM AQ-4**: Best Management Practices The following measures are required on construction equipment (including onroad trucks): • Use diesel oxidation catalysts and catalyzed diesel particulate traps. • Maintain equipment according to manufacturers' specifications. • Restrict idling of construction equipment to a maximum of 5 minutes when not in use. • Install high-pressure fuel injectors on construction equipment vehicles. • LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list. • Because the effectiveness of this measure has not been established and includes some emission reduction technology which may already be incorporated into equipment as part of the Tier level requirement in **MM AQ-1**, it is not quantified in this study.	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			MM AQ-5: General Construction Mitigation Measure For any of the above construction mitigation measures (MM AQ-1 through AQ-3), if a CARB-certified technology becomes available and is shown to be equal or more effective in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the LAHD. Because the effectiveness of this measure cannot be established, it is not quantified in this study. **MM AQ-6**: Special Precautions near Sensitive Sites When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor shall notify each of these sites in writing at least 30 days before construction activities begin. Because the effectiveness of this measure has not been established, it is not quantified in this study.	
Alternative 1 (No Project)	**AQ-1**: The No Project Alternative would not result in construction-related emissions that exceed an SCAQMD threshold of significance.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**AQ-1**: Alternative 2 would result in construction-related emissions that exceed an SCAQMD threshold of significance.	**Significant impact**	**MM AQ-1:** Fleet Modernization for Construction Equipment **MM AQ-2:** Fleet Modernization for On-Road Trucks **MM AQ-3:** Additional Fugitive Dust Controls **MM AQ-4.** Best Management Practices **MM AQ-5.** General Mitigation Measure **MM AQ-6.** Special Precautions near Sensitive Sites	**Significant and unavoidable**
Proposed Project	**AQ-2**: The proposed Project construction would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance.	**Significant impact**	**MM AQ-1:** Fleet Modernization for Construction Equipment **MM AQ-2:** Fleet Modernization for On-Road Trucks **MM AQ-3:** Additional Fugitive Dust Controls	**Significant and unavoidable**
Alternative 1 (No Project)	**AQ-2**: Alternative 1 would not result in offsite ambient air pollutant	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	concentrations that exceed a SCAQMD threshold of significance because no construction would occur.			
Alternative 2 (Reduced Project)	**AQ-2**: Alternative 2 construction would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance.	**Significant impact**	**MM AQ-1:** Fleet Modernization for Construction Equipment **MM AQ-2:** Fleet Modernization for On-Road Trucks **MM AQ-3:** Additional Fugitive Dust Controls	**Significant and unavoidable**
Proposed Project	**AQ-3**: The proposed Project would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**AQ-3:** Alternative 1 would not result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance.	Less than significant	Mitigation not required	Less than significant
Alternative 2 (Reduced Project)	**AQ-3**: Alternative 2 would not result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance.	No impact	Mitigation not required.	No impact.
Proposed Project	**AQ-4**: The proposed Project operations would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance.	**Significant impact**	**MM AQ-7**: On-site sweeping at SCIG facility BNSF shall sweep the SCIG facility on-site, along routes used by drayage trucks, yard hostlers, service trucks and employee commuter vehicles, on a weekly basis using a commercial street sweeper or any technology with equivalent fugitive dust control.	**Significant and unavoidable**
Alternative 1 (No Project)	**AQ-4:** Alternative 1 operations would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance.	**Significant impact**	No feasible mitigation available	**Significant and unavoidable**
Alternative 2 (Reduced Project)	**AQ-4**: Alternative 2 operations would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance.	**Significant impact**	**MM AQ-7**: On-site sweeping at SCIG facility.	**Significant and unavoidable**
Proposed Project	**AQ-5:** The proposed Project would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 1 (No Project)	**AQ-5:** Alternative 1 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**AQ-5:** Alternative 2 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**AQ-6**: The proposed Project would not create objectionable odors at the nearest sensitive receptor.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**AQ-6:** Alternative 1 would not create objectionable odors at the nearest sensitive receptor.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**AQ-6**: Alternative 2 would not create objectionable odors at the nearest sensitive receptor.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**AQ-7**: The proposed Project would not expose receptors to significant levels of TACs.	Less than significant impact	Mitigation not required, but recommended. **MM AQ-1:** Fleet Modernization for Construction Equipment **MM AQ-2:** Fleet Modernization for On-Road Trucks **MM AQ-3:** Additional Fugitive Dust Controls	Less than significant impact
Alternative 1 (No Project)	**AQ-7:** Alternative 1 would not expose receptors to significant levels of TACs.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**AQ-7**: Alternative 2 would not expose receptors to significant levels of TACs.	Less than significant impact	Mitigation not required, but recommended. **MM AQ-1:** Fleet Modernization for Construction Equipment **MM AQ-2:** Fleet Modernization for On-Road Trucks **MM AQ-3:** Additional Fugitive Dust Controls	Less than significant impact
Proposed Project	**AQ-8:** The proposed Project would not conflict with or obstruct implementation of an applicable air quality plan.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**AQ-8:** Alternative 1 would conflict with or obstruct implementation of an applicable air quality plan.	**Significant impact**	No feasible mitigation available	**Significant and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 2 (Reduced Project)	**AQ-8:** Alternative 2 would not conflict with or obstruct implementation of an applicable air quality plan.	No impact	Mitigation not required	No impact
3.3 Biological Resources				
Proposed Project	**BIO-1**: Construction and operation of the proposed Project would result in the loss of individuals of, or have a substantial adverse effect, either directly or through habitat modifications, on federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.	**Significant impact**	**MM BIO-1a**: Migratory Bird Nest Surveys and Protection Measures Should tree or vegetation removal, or bridge replacement and renovation, occur within the BSA during the breeding season for migratory non-game native bird species (generally March 1 – September 1 but as early as February 15 and as late as September 15 for raptors), weekly bird surveys shall be conducted to detect any protected native birds in the vegetation to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys shall be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the Operator shall delay all clearance/ construction activities within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) will be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The results of this measure shall be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds. **MM BIO-1b:** Bat Roosting and Nesting Surveys and Protection Measures	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			The following activities shall be required with regard to bat roosting habitat: a. Prior to construction, a qualified biologist shall conduct three focused bat surveys between March and November to conclude presence/absence of roosting bats within Pacific Coast Highway Bridge and Dominguez Channel Bridge. A pre-construction survey for roosting bats shall be performed within 30 days prior to removal of palms within the BSA. If no active roosts are found, then no further action will be needed. If either a maternity roost or hibernacula (structures used by bats for hibernation) is present, the measures below will be implemented to avoid and reduce impacts to roosting bats; b. Prior to the anticipated bat roosting season (March to November) exclusionary devices will be installed. Installation of these devices will be completed prior to February 1 (beginning of bird breeding season) and will remain until construction is completed. A pre-clearance survey will be conducted at least one day prior to installing exclusionary devices to determine if bats are present. Exclusionary devices installed will include plastic sheeting, plastic or wire mesh, expanding foam, or plywood sheets. A pre-construction survey will also be completed at least one week prior to construction to verify exclusionary devices are successful and no bats are present. If bats are detected, an agency-approved bat biologist will be consulted to discuss additional measures to exclude bats. c. If active maternity roosts or hibernacula are found in trees or structures to be removed or renovated as part of project construction, the project should be redesigned to avoid the loss of the occupied roost if it is possible to do so. If an active maternity roost is located and the project cannot be redesigned to avoid removal of the occupied palm or structure, demolition should commence before maternity colonies form (i.e., prior to March 1) or after young are flying, i.e., after July 31). Disturbance-free buffer zones as determined by a qualified biologist	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			in consultation with CDFG should be observed during the maternity roost season (March 1 – July 31). d. If a non-breeding bat hibernacula is found in a structure scheduled for removal, the individuals should be safely evicted, under the direction of a qualified biologist (as determined by a MOU to be negotiated with CDFG), by opening the roosting area to allow airflow through the cavity. Demolition will take place at least one night after initial disturbance for airflow. This action should allow bats to leave during darkness, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Structures with roosts that need to be removed will first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. e. During bridge construction, alternative bat habitat (e.g., large bat houses) suitable for these species will be provided and installed prior to the roosting season (March to November), in coordination with a qualified biologist, CDFG, and the City of Los Angeles. The design of the alternative bat habitat will be approved by a wildlife biologist familiar with bat roosting requirements. The acceptance of artificial roosts appears to have a higher success rate if the artificial habitat is treated with guano. Guano shall be collected immediately after the bats have vacated the roost in order to maximize the collection of guano. Upon construction of artificial habitat features or artificial structures, they will be treated with an application of guano slurry to maximize their potential for use by bats returning to roost in the bridge. f. Use of the bat alternative habitat will be monitored by a bat specialist every 2 weeks. During the known annual monitoring period (March to November) a determination will be made on the bats' use of the alternative habitat, which species are present, and the duration of use. If no bats are found to use the alternative habitat by April 31, surveys in the	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			vicinity of the previously occupied bridge will be conducted to determine if bats have relocated to establish another roosting location. A bat specialist will be consulted to determine the limits of this survey area. If no bats are found within the area, it will be assumed they have relocated to an area outside of the vicinity of the bridge or palms, and no additional mitigation shall be required. g. Bridge design will incorporate suitable bat habitat. The bridge design will include roughened concrete and incorporate appropriately sized (0.75 to 1.25 inches wide, at least 12 inches deep) longitudinal crevices. h. A post-construction survey conducted during the bat roosting season (March to November) will be required to ensure success of the new bat habitat within the restored bridge.	
Alternative 1 (No Project)	**BIO-1**: Construction and operation of Alternative 1 would not result in the loss of individuals of, or have a substantial adverse effect, either directly or through habitat modifications, on federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**BIO-1**: Construction and operation of Alternative 2 would result in the loss of individuals of, or have a substantial adverse effect, either directly or through habitat modifications, on federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.	**Significant impact**	**MM BIO-1a**: Migratory Bird Nest Surveys and Protection Measures **MM BIO-1b:** Bat Roosting and Nesting Surveys and Protection Measures	Less than significant impact
Proposed Project	**BIO-2:** Construction and operation of the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	regional plans, policies, regulations, or by the CDFG or USFWS.			
Alternative 1 (No Project)	**BIO-2**: Construction and operation of Alternative 1 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**BIO-2:** Construction and operation of Alternative 2 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS.	No impact	Mitigation not required	No impact
Proposed Project	**BIO-3:** Construction/demolition activities associated with the proposed Project would not alter or have a substantial adverse effect on any federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**BIO-3**: Alternative 1 would not involve construction and therefore there would be no effects on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Operation of Alternative 1 would not adversely affect those resources.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**BIO-3**: Construction activities associated with Alternative 2 could potentially alter, but would not have a substantial adverse effect on, federally protected wetlands as defined by	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Operation of the Reduced Project Alternative would not adversely affect those resources.			
Proposed Project	**BIO-4:** Construction/demolition activities associated with the proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**BIO-4**: No features would be constructed under Alternative1; operation of Alternative 1 would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**BIO-4:** Construction and operation of Alternative 2 would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Less than significant impact	Mitigation not required	Less than significant impact
3.4 Cultural Resources				
Proposed Project	**CR-1:** Construction of the proposed Project would potentially disturb, destroy, or degrade unknown archaeological or ethnographic resources, and thus cause a substantial	**Significant impact**	**MM CR-1:** Archaeological and Ethnographic Monitoring and Recovery An archaeological monitor shall be present during all initial grading and excavation activities at the proposed Project site. In the event any cultural resources are	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	adverse change in the significance of such resources as defined in §15064.5.		encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified archaeologist in accordance with the provisions of CEQA §15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures. The treatment plan may include methods for: (1) subsurface testing after demolition of existing buildings, (2) data recovery of archaeological or ethnographic deposits, and (3) post-construction documentation. A detailed historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant would be included in the treatment plan, as well as anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation. A preconstruction information and safety meeting should be held to make construction personnel aware of archaeological monitoring procedures and the types of archaeological resources that might be encountered. All construction equipment operators shall attend a pre-construction meeting presented by a professional archaeologist retained by LAHD that shall review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction. Human Remains: Prior to beginning construction, BNSF and LAHD shall ensure that applicable Native American groups (e.g., the Gabrieliño-Tongva Tribal Council) have been consulted regarding proposed ground-disturbing activities and offered an opportunity to monitor the construction along with the project archeologist. If human remains are encountered, there shall be no further excavation or disturbance of the site within 100 feet of the find or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner shall be contacted to determine the age and cause of death of the deceased. If the remains are not of Native	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			American heritage, construction in the area may recommence after authorized by the coroner. If the remains are determined to be Native American, state laws relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC §5097) will be implemented by the appropriate parties. The coroner must contact the NAHC to determine the most likely living descendant(s). BNSF and LAHD shall consult with the most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC§5097.98. If the NAHC is unable to identify a most likely descendant, the descendant fails to make a recommendation within 24 hours of being notified by the NAHC and LAHD and the descendant are not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods shall be reburied with appropriate dignity on the proposed Project site in a location not subject to further subsurface disturbance.	
Alternative 1 (No Project)	**CR-1:** As no features would be constructed under Alternative 1, no physical disturbance to the project site that could affect archaeological, historic, or paleontological resources would occur.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**CR-1:** Construction of Alternative 2 could potentially disturb, destroy, or degrade unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of an archaeological or ethnographic resource as defined in §15064.5.	**Significant impact**	**MM CR-1:** Archaeological and Ethnographic Monitoring and Recovery	Less than significant impact
Proposed Project	**CR-2:** Construction of the proposed Project would require demolition of the existing Sepulveda Boulevard Bridge,	**Significant impact**	**MM CR-2:** Archival Documentation and Interpretative Display Prior to the start of construction of the new Sepulveda	**Significant and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	and thus cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.		Boulevard railroad bridge, BNSF will prepare archival documentation and an interpretative display of the historical resource. **Documentation:** A Historic American Engineering Record (Level II or less) will be prepared to provide a physical description of the historic bridge, discuss its significance under applicable CRHR criteria, and address the historical context for its construction, purpose, and function. Large-format black and white photographs will be taken showing the Sepulveda Boulevard Bridge in context, as well as details of its historic engineering features. The photographs will be fully captioned and processed for archival permanence. Copies of the report will be offered to the local historical society and any other repository or organization determined by LAHD. **Interpretive Display:** An interpretive exhibit, in the form of a permanent plaque, will be prepared, and once construction of the new bridge is complete, the plaque will be installed at the bridge site that provides a brief history of the structure, a description of its engineering features and characteristics, and the reasons for and date of its demolition and replacement. **MM CR-3:** Salvage Plan for Noteworthy Elements Prior to the start of the Sepulvada Bridge component of the proposed Project, BNSF shall prepare a plan for salvaging noteworthy elements of the structure for re-use either elsewhere or in the new bridge. The plan shall identify the elements to be salvaged, which shall be determined in consultation with a qualified architectural historian. Suitable re-use would include as decorative elements either on the new bridge or elsewhere in the region, or as an interpretive display. The plan shall be approved by LAHD, and the existing bridge and abutments shall not be demolished or altered until said approval has been granted.	
Alternative 1 (No Project)	**CR-2:** As no features would be constructed under Alternative 1, no physical disturbance to the project site that could affect cultural resources	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	would occur.			
Alternative 2 (Reduced Project)	**CR-2:** Construction of the Alternative 2 would cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	**Significant impact**	**MM CR-2:** Archival Documentation and Interpretative Display **MM CR-3:** Salvage Plan for Noteworthy Elements	**Significant and unavoidable**
Proposed Project	**CR-3:** Construction of the proposed Project would potentially disturb, destroy, or degrade unknown paleontological resource, and thus directly or indirectly destroy a unique paleontological resource.	**Significant impact**	**MM CR-4:** Paleontological Monitoring and Recovery Paleontological monitoring of ground disturbing activities shall be conducted by a qualified paleontologist. Ground disturbing activities include, but are not limited to, pavement/asphalt removal, boring, trenching, grading, excavating, and the demolition of building foundations. A preconstruction information and safety meeting should be held to make construction personnel aware of paleontological monitoring procedures and paleontological sensitivity. In the event that paleontological resources are encountered, the contractor shall stop construction within 10 meters (30 feet) of the exposure. A qualified paleontologist will evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove and stabilize the specimen in anticipation of its preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum.	Less than significant impact
Alternative 1 (No Project)	**CR-3:** As no features would be constructed under Alternative 1, no physical disturbance to the project site that could affect paleontological resources would occur.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**CR-3:** Construction of Alternative 2 would potentially disturb, destroy, or degrade unknown paleontological resource, and thus directly or indirectly destroy a unique paleontological resource.	**Significant impact**	**MM CR-4:** Paleontological Monitoring and Recovery	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.5 Geology				
Proposed Project	**GEO-1:** Seismic activity along the Palos Verdes and Newport-Inglewood faults, as well as other regional faults, have the potential to produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure but would not expose the population and structures to substantial risk from construction and operation of the proposed Project.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**GEO-1:** No features would be constructed under Alternative 1; Seismic activity along the Palos Verdes and Newport-Inglewood faults, as well as other regional faults, have the potential to produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure but would not expose the population and structures to substantial risk from operation of Alternative 1.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**GEO-1:** Seismic activity along the Palos Verdes and Newport-Inglewood faults, as well as other regional faults, have the potential to produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure but would not expose the population and structures to substantial risk from construction and operation of Alternative 2	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**GEO-2:** Construction and operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from tsunamis and seiches.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1	**GEO-2:** No features would be	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
(No Project)	constructed under Alternative 1; operation of Alternative 1 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from tsunamis and seiches.			
Alternative 2 (Reduced Project)	**GEO-2:** Construction and operation of Alternative 2 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from tsunamis and seiches.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**GEO-3:** Construction and operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from subsidence/soil settlement.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**GEO-3:** No features would be constructed under Alternative 1; operation of Alternative 1 would not result in damage to structures or infrastructure, or expose people to risk of injury from subsidence/soil settlement.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**GEO-3:** Construction and operation of Alternative 2 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from subsidence/soil settlement.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**GEO-4:** Construction and operational activities related to the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**GEO-4:** No features would be constructed under Alternative 1; operational activities related to	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	Alternative 1 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion.			
Alternative 2 (Reduced Project)	**GEO-4:** Construction and operational activities related to Alternative 2 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**GEO-5:** Construction and operation of the proposed Project would not result in or expose people or property to a substantial risk of earth movement or slides including landslides, rockslides or mud-flows.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**GEO-5:** No features would be constructed under Alternative 1; operation of Alternative 1 would not result in or expose people or property to a risk of earth movement or slides including landslides, rockslides or mud-flows.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**GEO-5:** Construction and operation of Alternative 2 would not result in or expose people or property to a substantial risk of earth movement or slides including landslides, rockslides or mud-flows.	No impact	Mitigation not required	No impact
Proposed Project	**GEO-6:** Shallow groundwater, which would cause unstable soil conditions, may be encountered during demolition and construction, but would not expose people or structures to substantial risk of injury or damage.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**GEO-6:** No features would be constructed under Alternative 1; accordingly, shallow groundwater and	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	unstable soils would not be encountered.			
Alternative 2 (Reduced Project)	**GEO-6:** Shallow groundwater, which would cause unstable soil conditions, may be encountered during demolition and construction, but would not expose people or structures to substantial risk of injury or damage.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**GEO-7:** Construction and operation of the proposed Project would not cause destruction, permanent coverage, material or adverse modification to one or more distinct and prominent geologic topographic features.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**GEO-7:** No features would be constructed; operation of Alternative 1 would not cause destruction, permanent coverage, material or adverse modification to one or more distinct and prominent geologic topographic features.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**GEO-7:** Construction and operation of Alternative 2 would not cause destruction, permanent coverage, material or adverse modification to one or more distinct and prominent geologic topographic features.	No impact	Mitigation not required	No impact
Proposed Project	**GEO-8:** Construction and operation of the proposed Project would not result in substantial erosion or loss of topsoil.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**GEO-8:** No features would be constructed under Alternative 1; operation of Alternative 1 would not result in substantial erosion or loss of topsoil.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**GEO-8:** Construction and operation of Alternative 2 would not result in substantial erosion or loss of topsoil.	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.6 Greenhouse Gas Emissions and Climate Change				
Proposed Project	**GHG-1:** The proposed Project would result in an increase in construction-related and operation-related GHG emissions.	**Significant impact**	**MM GHG-1:** Increased Fuel Efficiency for Construction Equipment Construction equipment idling is to be restricted to a maximum of 5 minutes when not in use and when feasible, and the use of electrified construction equipment where feasible. **MM GHG-2:** Solar Panels The Port shall review the feasibility of including the future SCIG site on their Inventory of Potential PV Solar Sites at POLA from their December 2007 Climate Action Plan. **MM GHG-3**: Recycling The tenant shall ensure a minimum of 40 percent of all waste generated during project construction is recycled and 60 percent of all waste generated in all buildings is recycled by the facility opening year of 2016. Recycled materials shall include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles. **MM GHG-4:** Tree Planting The applicant shall plant shade trees around the main administration building and the tenant shall maintain all trees through the life of the lease. **MM GHG-5:** Water Conservation As part of the facility construction, the applicant shall install a water recirculation system at potential wash racks, install low-flow devices in new buildings and low irrigation landscaping, and maintain these through the life of the lease. **MM GHG-6:** Compact Fluorescent Light Bulbs All interior buildings on the SCIG facility shall exclusively use compact fluorescent light bulbs for ambient lighting. The applicant shall also maintain and	**Significant and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			replace any Port-supplied compact fluorescent light bulbs. Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs. Although not quantified in this analysis, implementation of this measure is expected to reduce the Project's GHG emissions by less than 0.1 percent. **MM GHG-7:** Energy Audit The applicant shall conduct a third party energy audit every 5 years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity thereby lowering overall electricity use.	
Alternative 1 (No Project)	**GHG-1:** Alternative 1 would result in an increase in operation-related GHG emissions.	**Significant impact**	No feasible mitigation available	**Significant and unavoidable**
Alternative 2 (Reduced Project)	**GHG-1:** Alternative 2 would result in an increase in construction-related and operation-related GHG emissions.	**Significant impact**	**MM GHG-1:** Increased Fuel Efficiency for Construction Equipment **MM GHG-2:** Solar Panels **MM GHG-3**: Recycling **MM GHG-4:** Tree Planting **MM GHG-5:** Water Conservation **MM GHG-6:** Compact Fluorescent Light Bulbs **MM GHG-7:** Energy Audit	**Significant and unavoidable**
Proposed Project	**GHG-2:** The proposed Project would not conflict with State and local plans and policies. The proposed Project would be subject to sea level rise impacts from climate change.	**Significant impact**	No feasible mitigation is available	**Significant and unavoidable**
Alternative 1 (No Project)	**GHG-2:** Alternative 1 would conflict with State and local plans and policies. Alternative 1 would be subject to sea level rise impacts from climate change.	**Significant impact**	No feasible mitigation is available	**Significant and unavoidable**
Alternative 2 (Reduced Project)	**GHG-2:** Alternative 2 would not conflict with State and local plans and policies. Alternative 2 would be subject	**Significant impact**	No feasible mitigation is available	**Significant and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	to sea level rise impacts from climate change.			
3.7 Hazards and Hazardous Materials				
Proposed Project	**RISK-1**: The proposed Project would not substantially increase the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**RISK-1**: Alternative 1 would not increase the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**RISK-1**: Alternative 2 would not substantially increase the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**RISK-2a**: Construction of the proposed Project would increase the probable frequency and severity of consequences to people from exposure to health hazards. **RISK-2b**: Operation of the proposed Project would not increase the probable frequency and severity of consequences to people from exposure to health hazards.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**RISK-2**: No features would be constructed; operation of Alternative 1 would increase the probable frequency and severity of consequences to people from exposure to health hazards.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced	**RISK-2a**: Construction of the Reduced Project Alternative would increase the	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Project)	probable frequency and severity of consequences to people from exposure to health hazards. **RISK-2b**: Operation of the Reduced Project Alternative would not increase the probable frequency and severity of consequences to people from exposure to health hazards.			
Proposed Project	**RISK-3**: The proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**RISK-3**: No features would be constructed; operation of Alternative 1 would not change the routine transport, use, or disposal of hazardous materials.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**RISK-3**: Alternative 2 would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**RISK-4**: The proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**RISK-4**: No features would be constructed; Alternative 1 is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**RISK-4**: Alternative 2 would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	65962.5 and, as a result, create a significant hazard to the public or the environment.			
Proposed Project	**RISK-5:** The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**RISK-5**: Alternative 1 would not materially change hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**RISK-5:** Alternative 2 would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**RISK-6**: The proposed Project would not increase the probability of an accidental spill due to project-related modifications, if a tsunami were to occur.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**RISK-6**: Alternative 1 would not increase the probability of an accidental spill due to project-related modifications, if a tsunami were to occur.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**RISK-6**: Alternative 2 would not increase the probability of an accidental spill due to project-related modifications, if a tsunami were to occur.	No impact	Mitigation not required	No impact
Proposed Project	**RISK-7**: The proposed Project would not result in a measurable increase in the probability of a terrorist attack due to project-related modifications, which would result in adverse consequences to the proposed Project site and nearby	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	areas.			
Alternative 1 (No Project)	**RISK-7**: Alternative 1 would not result in any increase in the probability of a terrorist attack because there would be no project-related modifications.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**RISK-7**: Alternative 2 would not result in a measurable increase in the probability of a terrorist attack due to project-related modifications, which would result in adverse consequences to the project site and nearby areas.	Less than significant impact	Mitigation not required	Less than significant impact
3.8 Land Use				
Proposed Project	**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.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**LU-1:** No features would be constructed; baseline land use conditions would continue at the site.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**LU-1:** Alternative 2 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**LU-2:** The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**LU-2:** Alternative 1 would be inconsistent with policies of the Los Angeles Harbor Department with respect to avoiding or mitigating environmental impact associated with goods movement.	**Significant impact**	No feasible mitigation available	**Significant and unavoidable**
Alternative 2	**LU-2:** Alternative 2 would be	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
(Reduced Project)	consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.			
Proposed Project	**LU-3:** The proposed Project would not isolate or divide existing neighborhoods, communities, or land uses.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**LU-3:** No features would be constructed; baseline land use conditions would continue at the site.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**LU-3:** Alternative 2 would not isolate or divide existing neighborhoods, communities, or land uses.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**LU-4:** The proposed Project would cause secondary impacts to surrounding land uses.	**Significant impact**	**MM AQ-1:** Fleet Modernization for Construction Equipment **MM AQ-2:** Fleet Modernization for On-Road Trucks **MM AQ-3:** Additional Fugitive Dust Controls **MM AQ-4.** Best Management Practices **MM AQ-5.** General Mitigation Measure **MM AQ-6.** Special Precautions near Sensitive Sites **MM AQ-7**: On-site sweeping at SCIG facility. See Air Quality, above **MM NOI-1**: 12-Foot High Sound wall. **MM NOI-2**: Construction Noise Reduction Measures **MM NOI-3**: 24-Foot-High Sound Barrier. (See Noise, below)	**Significant and unavoidable**
Alternative 1 (No Project)	**LU-4:** Alternative 1 would not cause secondary impacts to surrounding land uses.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**LU-4:** Alternative 2 would cause secondary impacts to surrounding land uses.	**Significant impact**	**MM AQ-1:** Fleet Modernization for Construction Equipment **MM AQ-2:** Fleet Modernization for On-Road Trucks **MM AQ-3:** Additional Fugitive Dust Controls	**Significant and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			MM AQ-4. Best Management Practices **MM AQ-5.** General Mitigation Measure **MM AQ-6.** Special Precautions near Sensitive Sites **MM AQ-7**: On-site sweeping at SCIG facility. See Air Quality, above **MM NOI-1**: 12-Foot High Sound Wall. **MM NOI-2**: Construction Noise Reduction Measures **MM NOI-3**: 24-Foot-High Sound Barrier. (See Noise, below)	
3.9 Noise				
Proposed Project	**NOI-1:** The proposed Project would not cause noise levels from daytime construction lasting more than 1 day to exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; or for construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use in the City of Los Angeles.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**NOI-1:** No features would be constructed under Alternative 1.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**NOI-1:** Alternative 2 would not cause noise levels from daytime construction lasting more than 1 day to exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; or for construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use in the City of Los Angeles.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**NOI-2:** Construction activities would not exceed the ambient noise level by 5 dBA at a noise sensitive use in the City of Los Angeles between the hours of	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.			
Alternative 1 (No Project)	**NOI-2:** No features would be constructed under Alternative 1.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**NOI-2:** Construction activities would not exceed the ambient noise level by 5 dBA at a noise sensitive use in the City of Los Angeles between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**NOI-3:** The proposed Project would not cause the ambient noise level measured at the property line of affected uses within the City of Los Angeles to increase by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or any 5 dBA or greater noise increase.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**NOI-3:** Operation of Alternative 1 would not cause ambient noise levels measured at the property line of affected uses within the City of Los Angeles to increase by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or any 5 dBA or greater noise increase.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**NOI-3:** Alternative 2 would not cause the ambient noise level measured at the property line of affected uses within the City of Los Angeles to increase by 3 dBA in CNEL to or within the 'normally unacceptable' or 'clearly unacceptable category,' or any 5 dBA or greater noise increase.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed	**NOI-4:** Construction and operation of	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Project	the proposed Project would not cause sleep awakenings at residences within the City of Los Angeles.			
Alternative 1 (No Project)	**NOI-4:** No construction would occur; operation of Alternative 1would not cause sleep awakenings at residences within the City of Los Angeles.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**NOI-4:** Construction and operation of Alternative 2 would not cause sleep awakenings at residences within the City of Los Angeles	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**NOI-5:** Operation of the proposed Project would not expose City of Los Angeles schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**NOI-5:** Operation of Alternative 1 would not expose City of Los Angeles schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**NOI-5:** Operation of Alternative 2 would not expose City of Los Angeles schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	No impact	Mitigation not required	No impact
Proposed Project	**NOI-6:** Construction and operation of the proposed Project would cause ambient noise levels to be increased by three dBA or more, or maximum noise levels allowed by the Long Beach Municipal Code would be exceeded.	**Significant impact**	**MM NOI-1**: 12-Foot High Sound Wall Prior to the start of construction of the proposed Project, BNSF shall first construct a permanent 12-foot high soundwall along the easterly right-of-way of the Terminal Island Freeway, from West 20th Street to Sepulveda Boulevard, as shown in Figure 3.9-6, to reduce construction noise. The final height and location of the soundwall shall be verified by an acoustical consultant as part of the final engineering	**Significant and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			design of the soundwall. After construction of the soundwall, BNSF shall install landscaping along the length of the soundwall. The final landscaping plan with selected native plant species and irrigation shall be determined as part of the final engineering design. Upon completion, BNSF will be responsible for long-term maintenance. Right-of-way acquisition necessary for the soundwall and landscaping shall be the responsibility of BNSF. **MM NOI-2**: Construction Noise Reduction Measures The following noise control measures shall be implemented during construction of the proposed Project. This mitigation measure applies to BNSF and the relocated tenants. These measures were not quantitatively evaluated. a) Construction Hours. Limit construction to the hours of 7:00 am to 9:00 pm on weekdays, between 8:00 am and 6:00 pm on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance, except where nighttime construction is necessary on the PCH grade separation. b) Construction Days. Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work). c) Temporary Noise Barriers. When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors. d) Construction Equipment. Properly muffle and maintain all construction equipment powered by internal combustion engines. e) Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise sensitive areas. f) Equipment Location. Locate all stationary noise-	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			generating construction equipment, such as air compressors and portable power generators, as far as is practical from existing noise sensitive land uses. g) Quiet Equipment Selection. Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance. h) Notification. Notify residents adjacent to the proposed Project site of the construction schedule in writing. Portable Generators. Avoid the use of portable generators if electricity can be obtained from the local power grid. Noise Complaints. Assign a disturbance counselor to respond to noise complaints. Post contact information at the construction site. Pile Driving Hours. Restrict pile driving to the hours between 9 AM and 5 PM, Monday through Friday, and from 10 AM to 4 PM on Saturdays. A Construction Noise Monitoring and Management Plan will be required to evaluate the construction process prior to the commencement. The plan should evaluate each piece of construction equipment and the need for administrative and engineering noise control for each construction element. A noise monitoring plan should be prepared to document construction noise levels during the process. **MM NOI-3**: 24-Foot-High Sound Barrier Prior to the start of construction, BNSF shall first construct a permanent 24-foot high sound barrier as an extension to the existing 24-ft high sound barrier along the easterly right-of-way of the Terminal Island Freeway north of Sepulveda Blvd, as shown in Figure 3.9-6. The barrier would close the present gap between the existing barrier and a warehouse to the south, removing line-of-sight from the Project site to receiver R1 (the residence at 2789 Webster) and receiver R30 (Stephens Middle School). The final height and location of the soundwall shall be verified by an	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			acoustical consultant as part of the final engineering design of the soundwall. Right-of-way acquisition necessary for the soundwall shall be the responsibility of BNSF.	
Alternative 1 (No Project)	**NOI-6:** No features would be constructed under Alternative 1; operation of Alternative 1 would not cause ambient noise levels to be increased by three dBA or more, or maximum noise levels allowed by the Long Beach Municipal Code to be exceeded..	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**NOI-6:** Construction and operation of Alternative 2 would cause ambient noise levels to be increased by three dBA or more, or maximum noise levels allowed by the Long Beach Municipal Code would be exceeded.	**Significant impact**	**MM NOI-1**: 12-Foot High Sound Wall. **MM NOI-2**: Construction Noise Reduction Measures **MM NOI-3**: 24-Foot-High Sound Barrier. See Section 3.9 for mitigation measure details	**Significant and unavoidable**
Proposed Project	**NOI-7:** Construction and operation of the proposed Project would not have a significant vibration impact on ground vibration levels for residential structures within the City of Long Beach that would exceed the acceptability limits prescribed by the FTA.	Less than significant impact.	Mitigation not required.	Less than significant impact.
Alternative 1 (No Project)	**NOI-7:** No features would be constructed; operation of Alternative 1 would not have a significant vibration impact on ground vibration levels for residential structures within the City of Long Beach that would exceed the acceptability limits prescribed by the FTA.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**NOI-7:** Construction and operation of Alternative 2 would not have a significant vibration impact on ground vibration levels for residential structures within the City of Long Beach that would exceed the acceptability limits	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	prescribed by the FTA.			
Proposed Project	**NOI-8:** Operation of the proposed Project would not expose City of Long Beach residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**NOI-8:** Operation of Alternative 1 would not expose City of Long Beach residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**NOI-8:** Operation of Alternative 2 would not expose City of Long Beach residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**NOI-9:** Operation of the proposed Project would not expose City of Long Beach schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**NOI-9:** Operation of Alternative 1 would not expose City of Long Beach schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**NOI-9:** Operation of Alternative 2 would not expose City of Long Beach schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**NOI-10:** Construction and operation of the proposed Project would not increase ambient noise levels by three dBA or	Less than significant impact.	Mitigation not required.	Less than significant impact.

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	more; or maximum noise levels allowed by the City of Carson would be exceeded.			
Alternative 1 (No Project)	**NOI-10:** No features would be constructed; operation of Alternative 1 would not increase ambient noise levels by three dBA or more; or exceed maximum noise levels allowed by the City of Carson.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**NOI-10:** Construction and operation of Alternative 2 would not increase ambient noise levels by three dBA or more; or exceed maximum noise levels allowed by the City of Carson.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**NOI-11:** Construction and operation of the proposed Project would not cause ground vibration levels for residential structures within the City of Carson to exceed the acceptability limits prescribed by the FTA.	Less than significant impact.	Mitigation not required.	Less than significant impact.
Alternative 1 (No Project)	**NOI-11:** No features would be constructed; baseline land use conditions would continue at the site, and there would be no change in the noise environment.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**NOI-11:** Construction and operation of Alternative 2 would not cause ground vibration levels for residential structures within the City of Carson to exceed the acceptability limits prescribed by the FTA.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**NOI-12:** Operation of the proposed Project would not expose City of Carson residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**NOI-12:** Operation of Alternative 1 would not expose City of Carson	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents.			
Alternative 2 (Reduced Project)	**NOI-12:** Operation of Alternative 2 would not expose City of Carson residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**NOI-13:** Operation of the proposed Project Alternative would not expose City of Carson schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**NOI-13:** Operation of Alternative 1 would not expose City of Carson schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**NOI-13:** Operation of Alternative 2 would not expose City of Carson schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.	No impact	Mitigation not required	No impact
3.10 Transportation/Circulation				
Proposed Project	**TRANS-1:** Construction would result in a short-term, temporary increase in truck and auto traffic.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**TRANS-1**: As construction would not take place, there would be no increase in traffic.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**TRANS-1:** Construction would result in a short-term, temporary increase in truck and auto traffic.	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Proposed Project	**TRANS-2:** Vehicular traffic associated with operation of the proposed Project would not have a significant adverse impact on at least one study intersection's volume/capacity ratios or level of service.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**TRANS-2:** Vehicular traffic associated with operation of the Alternative 1 would not have a significant adverse impact on at least one study intersection's volume/capacity ratios or level of service.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**TRANS-2:** Vehicular traffic associated with operation of the Alternative2 would not have a significant adverse impact on at least one study intersection's volume/capacity ratios or level of service.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**TRANS-3:** An increase in on-site employees due to proposed Project operations would result in a less than significant increase in related public transit use.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**TRANS-3:** An increase in on-site employees due to Alternative 1 operations would result in a less than significant increase in related public transit use.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**TRANS-3:** An increase in on-site employees due to Alternative 2 operations would result in a less than significant increase in related public transit use.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**TRANS-4:** Proposed Project operations would result in a less than significant increase in freeway congestion.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**TRANS-4:** Alternative 1 operations would result in a less than significant increase in freeway congestion.	**Significant impact**	No feasible mitigation is available	**Significant and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 2 (Reduced Project)	**TRANS-4:** Alternative 2 operations would result in a less than significant increase in freeway congestion.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**TRANS-5:** Project operations would not cause an increase in rail activity, causing potential delays in regional traffic.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**TRANS-5:** Alternative 1 operations would not cause an increase in rail activity, and would not cause delays in regional traffic.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**TRANS-5:** Alternative 2 operations would neither cause traffic delay at at-grade crossings nor generate enough trains to exceed the capacity of the regional rail infrastructure.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**TRANS-6:** Proposed Project operations would not substantially increase hazards due to a design feature.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**TRANS-6:** Alternative 1 operations would not substantially increase hazards due to a design feature.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**TRANS-6:** Alternative 2 operations would not substantially increase hazards due to a design feature.	No impact	Mitigation not required	No impact
Proposed Project	**TRANS-7:** Proposed Project operations would not result in inadequate emergency access.	No impact	Mitigation not required	No impact
Alternative 1 (No Project)	**TRANS-7:** Alternative 1 operations would not result in inadequate emergency access.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**TRANS-7:** Alternative 2 operations would not result in inadequate emergency access.	No impact	Mitigation not required	No impact
Proposed Project	**TRANS-8:** Proposed Project operations would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 1 (No Project)	**TRANS-8:** Alternative 1 operations would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**TRANS-8:** Alternative 2 operations would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	No impact	Mitigation not required	No impact
3.11 Utilities and Public Services				
Proposed Project	**PS-1**: The proposed Project would not burden existing police staff levels and facilities such that the police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**PS-1**: No features would be constructed; baseline conditions would continue at the site, and there would be no substantial change in the demand for public services.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**PS-1**: Alternative 2 would not burden existing police staff levels and facilities such that the police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**PS-2**: Development of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**PS-2**: No features would be constructed; baseline conditions would continue at the site, and there would be no substantial change in the demand for public services.	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 2 (Reduced Project)	**PS-2**: Development of Alternative 2 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**PS-3**: The proposed Project would not result in a substantial increase in water supply demand that would exceed the capacity of existing facilities in the Project area.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**PS-3**: No features would be constructed; baseline conditions would continue at the site, and there would be no change in the demand for water used at the site.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**PS-3**: Alternative 2 would not result in a substantial increase in water supply demand that would exceed the capacity of existing facilities in the Project area.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**PS-4**: The proposed Project would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board or exceed the capacity of existing treatment facilities.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**PS-4**: No features would be constructed; baseline conditions would continue at the site, and there would be no substantial change in the demand for wastewater treatment facilities.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**PS-4**: Alternative 2 would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board or exceed the capacity of existing treatment facilities.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**PS-5:** The proposed Project would not generate substantial surface runoff that would exceed the capacity of existing	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	municipal storm drain systems.			
Alternative 1 (No Project)	**PS-5**: No features would be constructed; baseline conditions would continue at the site, and there would be no change in the demand for stormwater facilities.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**PS-5:** Alternative 2 would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**PS-6**: Operation of the proposed Project would generate solid waste that is assumed to exceed landfill capacity after 2030.	**Significant impact**	**MM PS-1**: Recycling of Construction Materials Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided onsite. **MM PS-2**: Materials with Recycled Content Materials with recycled content shall be used in Project construction where feasible. Chippers onsite during construction shall be used to further reduce excess wood for landscaping cover. **MM PS-3**: Compliance With City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP) To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City's Solid Waste Integrated Resources Plan (SWIRP) following 2025.	Less than significant impact
Alternative 1 (No Project)	**PS-6**: No features would be constructed; baseline conditions would continue at the site, and there would be no substantial change in the demand for solid waste disposal facilities.	**Significant impact**	No feasible mitigation available	**Significant and unavoidable**
Alternative 2 (Reduced Project)	**PS-6:** Operation of Alternative 2 would generate solid waste that is assumed to exceed landfill capacity after 2030.	**Significant impact**	**MM PS-1**: Recycling of Construction Materials. **MM PS-2**: Materials with Recycled Content. **MM PS-3:** Compliance With City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP).	Less than significant impact
Proposed Project	**PS-7**: Implementation of the proposed	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	Project would not generate increases in energy demands or require new, offsite energy supply and distribution infrastructure, or capacity enhancing alterations to existing facilities that are not anticipated by adopted plans, programs, or the proposed Project.			
Alternative 1 (No Project)	**PS- 7**: No features would be constructed or operated; baseline conditions would continue at the site, and there would be no change in the demand for public services or the amounts of water, wastewater, solid waste, and energy used or generated at the site.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**PS-7**: Implementation of the Alternative 2 would not generate increases in energy demands or require new, offsite energy supply and distribution infrastructure, or capacity enhancing alterations to existing facilities that are not anticipated by adopted plans, programs, or the proposed Project.	Less than significant impact	Mitigation not required	Less than significant impact
3.12 Water Resources				
Proposed Project	**WR-1:** Construction could create discharges that cause pollution, contamination, or a nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permits or Water Quality Control Plan for the receiving water body.	**Significant impact**	**MM WR-1:** Construction Controls in the Dominguez Channel 1. No construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to erosion or could flow into the channel. Construction materials shall not be stored in contact with the soil. 2. Floating booms shall be used to assist in containing debris discharged into Dominguez Channel, and any debris discharged shall be removed as soon as possible but no later than the end of each day. 3. A silt curtain shall be utilized to help control turbidity during reconstruction of the Dominguez Channel Bridge. BNSF shall limit, to the greatest extent possible the suspension of benthic sediments into the water column.	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			4. Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into the Dominguez Channel. Such measures include deployed oil booms and a silt curtain around the proposed construction zone at all times to minimize the spread of any accidental fuel spills, turbid construction-related water discharge, and debris; training construction workers on emergency spill notification procedures; proper storage of fuels and lubricants; and provisions for on-site spill response kits.	
Alternative 1 (No Project)	**WR-1:** No features would be constructed. Operation would not cause pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or violate regulatory water quality standards or waste discharge requirements.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**WR-1:** Construction of Alternative 2 could potentially cause pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or violate regulatory water quality standards or waste discharge requirements.	**Significant impact**	**MM WR-1:** Construction Controls in the Dominguez Channel	Less than significant impact
Proposed Project	**WR-2**: Construction and operation would not accelerate natural processes of wind and water erosion and sedimentation resulting in sediment runoff or deposition that would not be contained or controlled onsite	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**WR-2**: No features would be constructed. Operation would not accelerate natural processes of wind and water erosion and sedimentation resulting in sediment runoff or deposition that would not be contained or controlled onsite.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced	**WR-2**: Construction and operation would not accelerate natural processes	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Project)	of wind and water erosion and sedimentation resulting in sediment runoff or deposition that would not be contained or controlled onsite.			
Proposed Project	**WR-3**: Construction and operation would not substantially alter the existing drainage pattern of the site or area in a manner which would produce a substantial change in the current or direction of water flow.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**WR-3:** No features would be constructed. Operation would not substantially alter the existing drainage pattern of the site or area in a manner which would produce a substantial change in the current or direction of water flow.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**WR-3**: Construction and operation would not substantially alter the existing drainage pattern of the site or area in a manner which would produce a substantial change in the current or direction of water flow.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**WR-4**: Construction would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**WR-4**: No features would be constructed. Operation would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**WR-4** Construction and operation would not create or contribute runoff water which would exceed the capacity of	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.			
Proposed Project	**WR-5:** Construction and operation would not place within a 100-year floodplain structures which would impede or redirect flood flows or have the potential to harm people or damage property.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**WR-5:** No features would be constructed. Operation would not place within a 100-year floodplain structures which would impede or redirect flood flows or have the potential to harm people or damage property.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**WR-5:** Construction and operation would not place within a 100-year floodplain structures which would impede or redirect flood flows or have the potential to harm people or damage property.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**WR-6:** Construction could expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, which would be deleterious to humans, based on regulatory standards established by the lead agency for the site. Operation would not expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, which would be deleterious to humans, based on regulatory standards established by the lead agency for the site.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**WR-6:** No features would be constructed. Operation would not expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, which would be deleterious to humans, based on	No impact	Mitigation not required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	regulatory standards established by the lead agency for the site.			
Alternative 2 (Reduced Project)	**WR-6**: Construction of Alternative 2 could expose soils containing toxic substances and petroleum hydrocarbons that would be deleterious to humans, based on regulatory standards established by the lead agency. Operation would not expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, which would be deleterious to humans, based on regulatory standards established by the lead agency for the site.	Less than significant impact	Mitigation not required	Less than significant impact
Proposed Project	**WR-7:** Construction and operation would not cause changes in the rate or direction of movement of existing groundwater contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination, which would increase risk of harm to humans.	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 1 (No Project)	**WR-7:** No features would be constructed. **:** Operation would not cause changes in the rate or direction of movement of existing groundwater contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination, which would increase risk of harm to humans.	No impact	Mitigation not required	No impact
Alternative 2 (Reduced Project)	**WR-7:** Construction and operation would not cause changes in the rate or direction of movement of existing groundwater contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination, which would increase risk of harm to humans.	Less than significant impact	Mitigation not required	Less than significant impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
4.0 Cumulative Impacts				
Proposed Project and Reduced Project Alternative	**Aesthetics:** The proposed Project and Reduced Project Alternative would cause a cumulatively substantial degradation of the existing visual character or quality of the site and its surroundings **(AES-1)**	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable**
Proposed Project and Reduced Project Alternative	**Air Quality:** Construction of the proposed Project and Reduced Project Alternative would produce a cumulatively considerable increase of emissions of a criteria pollutant for which the region is in nonattainment under a national or state ambient air quality standard. **(AQ-1)**	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable**
Proposed Project and Reduced Project Alternative	**Air Quality:** The proposed Project and Reduced Project Alternative construction would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance. **(AQ-2)**	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable**
Proposed Project and Reduced Project Alternative	**Air Quality:** Operation of the proposed Project and Reduced Project Alternative would produce emissions that, with related projects, would result in offsite ambient air pollutant concentrations that would exceed a SCAQMD threshold of significance. **(AQ-4)**	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable**
Proposed Project and Reduced Project Alternative	**Biology:** Construction and operation of the proposed Project and Reduced Project Alternative would potentially result in the loss of individuals of, or have a substantial adverse effect, either directly or through habitat modifications, on federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans,	**Cumulatively considerable but avoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	Not cumulatively considerable after mitigation

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	policies, or regulations, or by the CDFG or USFWS **(BIO-1)**			
Proposed Project and Reduced Project Alternative	**Cultural:** The proposed Project and Reduced Project Alternative would substantially contribute to disturbance, damage, or degradation of unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources. **(CR-1)**	**Cumulatively considerable but avoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	Not cumulatively considerable after mitigation
Proposed Project and Reduced Project Alternative	**Cultural:** The proposed Project and Reduced Project Alternative would have cumulatively substantial adverse effects on the significance of historic resources. **(CR-2)**	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable**
Proposed Project and Reduced Project Alternative	**Cultural:** The proposed Project and Reduced Project Alternative would contribute substantially to the disturbance, destruction, or elimination of access to unknown unique paleontological resources. **(CR-3)**	**Cumulatively considerable but avoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	Not cumulatively considerable after mitigation
Proposed Project and Reduced Project and No Project Alternatives	**Greenhouse Gas:** The proposed Project and Reduced Project and No Project Alternatives would result in a cumulatively substantial increase in construction-related and operation-related GHG emissions (**GHG-1**).	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable** as measures cannot be quantified.
Proposed Project and Reduced Project Alternative	**Land Use:** The proposed Project and Reduced Project Alternative contribute to cumulatively significant secondary impacts to surrounding land uses. **(LU-4)**	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable**
No Project Alternative	**Land Use:** The No Project Alternative would result in cumulatively considerable contribution to a significant cumulative secondary impact related to land use. **(LU-4)**	**Cumulatively considerable and unavoidable**	No mitigation beyond the No Project Alternative described above is proposed.	**Cumulatively considerable and unavoidable**
Proposed Project and Reduced Project Alternative	**Noise:** Construction and operation of the proposed Project and Reduced Project Alternative contribute to a cumulative increase in ambient noise levels by three dBA or more, or to an exceedance of maximum noise levels allowed by the Long Beach Municipal	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	Code **(NOI-6)**			
Proposed Project and Reduced Project Alternative	**Transportation:** The proposed Project and Reduced Project Alternative would contribute cumulatively to a significant cumulative impact on one study intersection (**TRANS-2**).	**Cumulatively considerable but mitigable**	**MM TRANS-1:** ATSAC/ATCS Retrofit BNSF shall ensure that ATSAC/ATCS retrofit and communication enhancements that tie the system together with the City of Los Angeles system along Anaheim Street study intersections to the I-710 freeway are installed.	Not cumulatively considerable after mitigation
Proposed Project and Reduced Project Alternative	**Utilities and Public Services:** The proposed Project and Reduced Project Alternative would contribute to cumulatively considerable impacts on existing solid waste handling and disposal facilities. **(PS-6)**	**Cumulatively considerable and unavoidable**	No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed.	**Cumulatively considerable and unavoidable**
No Project Alternative	**Utilities and Public Services:** The No Project Alternative would result in cumulatively considerable impacts to utilities and public services **(PS-6)**.	**Cumulatively considerable and unavoidable**	No mitigation beyond the No Project Alternative described above is proposed.	**Cumulatively considerable and unavoidable**
5.0 Environmental Justice[2]				
Proposed Project	**Aesthetics (AES-1):** Construction of a new Sepulveda Boulevard railroad bridge would result in a substantial change in the visual environment	Disproportionately high and adverse effect on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project	**Cultural Resources (CR-2):** The proposed Project would demolish and replace a historical resource, the Sepulveda Boulevard Bridge. In replacing the bridge, the Project would eliminate the historic materials and integrity of the bridge.	Disproportionately high and adverse effect on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations
Proposed Project	**Noise (NOI-6):** Construction of the proposed Project would produce an increase in noise of more than 5 dBA at several sensitive receptors, and could result in nighttime sleep disturbance. Operation would increase noise by more than 3 dBA for two sensitive receptors near three highway intersections.	Disproportionately high and adverse effect on minority and low-income populations	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations

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

2) Not required by CEQA

ES.6 Lease Measures Subject to Approval

The following lease measures (Table ES-4) are recommended by staff for inclusion in the lease for the SCIG site between the Harbor Department and the Applicant. These measures are not required as CEQA mitigation measures but staff considers them important because they advance important Harbor Department environmental goals and objectives. Lease provisions are distinct from the requirement of CEQA mitigation measures to address identified significant impacts and are subject to discretionary approval by the Board.

LM AQ-8: Periodic Review of New Technologies and Regulations

The Port shall require the tenant to review, in terms of feasibility, any Port-identified or other new emissions-reduction technology, and report to the Port. Such technology feasibility reviews shall take place at the time of the Port's consideration of any lease amendment or facility modification for the Project site. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the tenant shall work with the Port to implement such technology.

Potential technologies that may further reduce emission and/or result in cost-savings benefits for the tenant may be identified through future work on the CAAP. Over the course of the lease, the tenant and the Port shall work together to identify potential new technology. Such technology shall be studied for feasibility, in terms of cost, technical and operational feasibility.

As partial consideration for the Port agreement to issue the permit to the tenant, the tenant shall implement not less frequently than once every 7 years following the effective date of the permit, new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which shall not be unreasonably withheld. The effectiveness of this measure depends on the advancement of new technologies and the outcome of future feasibility or pilot studies.

LM AQ-9: Substitution of New Technologies

If any kind of technology becomes available and is shown to be as good or as better in terms of emissions reduction performance than an existing measure, the technology could replace the existing measure pending approval by the Port. The technology's emissions reductions must be verifiable through USEPA, CARB, or other reputable certification and/or demonstration studies to the Port's satisfaction.

LM RISK-1: Site Remediation Lease Measure

Unless otherwise directed by the lead regulatory agency for any given site, the Tenant shall remediate all contaminated media within proposed Project boundaries that are encountered and managed during demolition and grading activities. Any discolored and/or odorous soil encountered during excavation shall be handled and disposed in compliance with local, state, and federal regulations, as described in Section 3.12.3, and as directed by the Los Angeles Fire Department, DTSC, and/or RWQCB. Excavated contaminated soil shall not be placed in another location on-site; it must be properly disposed of off-site. All imported soil to be used as backfill in excavated areas should be

sampled to ensure that the soil is free of contamination. Current Los Angeles Harbor Department import soil guidance documents must be followed and all import soil must meet criteria as defined in those documents. Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination shall be remediated prior to, or in conjunction with, project demolition, grading, and construction.

Existing groundwater contamination encountered during the excavation within the boundary of the proposed Project shall continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB or lead regulatory agency.

LM RISK-2: Contamination Contingency Plan Lease Measure

The following contingency plan shall be implemented by the Tenant to address previously unknown contamination during demolition, grading, and construction:

a. All excavation and filling operations within the boundaries of the construction area shall be observed for the presence of free petroleum products, chemicals, or otherwise chemically impacted soil (CIS). Deeply discolored soil, suspected contaminated soil, or soil registering greater than 50 ppmv when measured with a photoionization detector (PID) or organic vapor analyzer (OVA) shall be segregated from clean soil. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor shall notify the Los Angeles Harbor Department's Chief Harbor Engineer and Director of Environmental Management (EMD). Harbor Department EMD personnel shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material(s). Continued work at a contaminated site shall require the approval of the Chief Harbor Engineer.

b. A photoionization detector (or other similar devices) shall be present during grading and excavation of suspected chemically impacted soil.

c. Excavation of VOC-impacted soil (defined as soil which registers a concentration of 50 ppm or greater of Volatile Organic Compounds as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane) will require the Tenant to obtain and comply with a South Coast Air Quality Management District Rule 1166 permit.

d. The remedial option(s) selected shall be dependent upon a number of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and shall be determined on a site-specific basis. Both off-site and on-site remedial options shall be evaluated.

e. The extent of removal actions shall be determined on a site-specific basis. At a minimum, the chemically impacted area(s) within the boundaries of the construction area shall be remediated to the satisfaction of the lead regulatory agency for the site and/or to ensure protection of project workers. The Port Project Manager overseeing removal actions shall inform the contractor when the removal action is complete.

f. Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials shall be submitted to the Chief Harbor Engineer within 30 days of project completion.

g. In the event that contaminated soil is encountered, all on-site personnel handling or working in the vicinity of the contaminated material shall be trained in accordance with Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations. These regulations are based on CFR 1910.120 (e) and 8 CCR 5192, which states that "general site workers" shall receive a minimum of 40 hours of classroom training and a minimum of three days of field training. This training provides precautions and protective measures to reduce or eliminate hazardous materials/waste hazards at the work place.

h. In cases where potential chemically impacted soil is encountered, a real-time aerosol monitor shall be placed on the prevailing downwind side of the impacted soil area to monitor for airborne particulate emissions during soil excavation and handling activities.

i. All excavations shall be filled with structurally suitable fill material which is free from contamination (i.e., meets the criteria in current LAHD import soil guidance documents).

ES.7 Project Conditions Subject to Approval

The following project conditions (Table ES-4) are recommended by staff for inclusion in the lease for the SCIG site between the Harbor Department and the Applicant. These project conditions are not required as CEQA mitigation measures but staff considers them important because they advance important Harbor Department environmental goals and objectives. Project conditions incorporated into a lease are distinct from the requirement of CEQA mitigation measures to address identified significant impacts and are subject to discretionary approval by the Board.

ES.7.1 Zero Emission Container Movement Technologies

On July 7, 2011, the Boards of Harbor Commissioners of the Port of Los Angeles and the Port of Long Beach held a joint public workshop to receive and discuss presentations by staff and various agencies on strategies for the two ports (Ports) to advance zero emission technologies going forward. The Boards requested the Ports' staff to further develop the strategies discussed at the workshop and present them in a more detailed zero emissions demonstration proposal to be considered at a future meeting in late fall 2011. The demonstrations would follow the Technology Advancement Program (TAP)-approved testing protocols within specified timelines, and would conclude with technical and commercial feasibility determinations made by the Ports based upon TAP-established evaluation metrics.

The Board of Harbor Commissioners may consider adoption of a project condition requiring the SCIG facility lease to contain the following requirements:

- Participate in demonstrations of zero emission drayage truck, cargo handling, and proof of concept rail technologies in port-related operations using the Clean Air Action Plan TAP for coordination.
- Participate in a zero emission technologies industry stakeholder group that, together with the TAP Technical Advisory Committee, would advise the TAP in the selection of technologies for testing, development of testing protocols and procedures, timelines for testing programs, and feasibility evaluations.
- Allow zero emission technologies tested under the TAP zero emissions program to operate at the SCIG facility, and the Applicant would allow Ports' staff access into portions of the SCIG facility where these trucks would operate for the purpose of test evaluation all subject to compliance with the Applicant's safety and operational rules and without interference with facility operation.
- Participate as part of a multi-organizational collaboration in the pursuit of full-scale proof of concept demonstration of linear synchronous motor (LSM) technology coordinated through the TAP. For the LSM concept, the Ports anticipate collaborating with the South Coast Air Quality Management District (AQMD), General Atomics (GA), and the Center for Commercial Deployment of Transportation Technologies (CCDoTT), a partnership of California State University, Long Beach and the USDOT. The initial element of this program would be to undertake a demonstration project pursuing the deployment of a proof-of-concept project that would demonstrate a system's ability to move loaded containers in a single car test at a designated test site determined by the collaboration.
- Provide match funding to the TAP in an amount equal to that provided by the Port of Los Angeles to the zero emissions program.

ES.7.2 Low-Emission Drayage Trucks

This proposed measure would require drayage trucks calling on the SCIG facility to meet an emission reduction in diesel particulate matter emissions (DPM) of 95% by mass relative to the federal 2007 on-road heavy-duty diesel engine emission standard ("low-emission" trucks).

The phase-in schedule for low-emission drayage trucks requires that certain percentages of drayage trucks calling on the SCIG facility be low-emission trucks: 10 percent in 2016; 12 percent in 2017; 15 percent in 2018; 20 percent in 2019; 25 percent in 2020; 35 percent in 2021; 50 percent in 2022; 75 percent in 2023; 80 percent in 2024; 85% in 2025; and 90 percent in 2026.

ES.7.3 San Pedro Bay Ports CAAP Measure RL-3

CAAP measure RL-3 establishes the goal that the Class 1 locomotive fleet associated with new and redeveloped near-dock rail yards use 15-minute idle restrictors, use ULSD or alternative fuels, and meet a minimum performance requirement of an emissions equivalent of at least 50 percent Tier 4 line-haul locomotives and 40% Tier 3 line-haul locomotives when operating on port properties by 2023. In March of 2008, USEPA finalized a regulation which established a 2015 date for introduction of Tier 4 locomotives. There is no regulatory mechanism in place that would mandate the introduction of Tier 4 locomotives prior to 2015. Implementation of the RL-3 goal for the locomotives calling at SCIG while on port properties would be based on the commercial availability of operationally proven Tier 4 locomotives in 2015 and any

adjustment in that date will require equivalent adjustment in the goal achievement date. The RL-3 emissions goal for locomotives calling on SCIG while on port properties may also be achieved by BNSF's reduction in air emissions anywhere in the South Coast Air Basin equivalent to the RL-3 goal for locomotives calling at SCIG while on port properties through any other alternative means. RL-3 further establishes the goal that, by the end of 2015, all Class 1 switcher locomotives operating on port property will meet USEPA Tier 4 non-road standards. In September 2009, CARB adopted its "Staff Recommendations to Provide Further Locomotive and Rail yard Emission Reductions" (CARB, 2009b) which identified several high priority strategies for reducing emissions from locomotive operations in California, including providing support for the ports "to accelerate the turnover of cleaner Tier 4 line-haul locomotives serving port properties as expeditiously as possible following their introduction in 2015, with the goal of 95 percent Tier 4 line-haul locomotives serving the ports by 2020." Thus, with the assistance of the ports' regulatory agency partners and in concert with CARB's stated goals, measure RL3 will support the achievement of accelerating the natural turnover of the line-haul locomotive fleet. Finally, measure RL3 establishes the goal of consistency with CAAP measures HDV-1 and CHE-1.

Table ES-4. Lease Measures (LM) and Project Conditions (PC) Subject to Approval.

Measure/Condition	Relates to Impact
LM AQ-8: Periodic Review of New Technologies & Regulations	AQ-3, AQ-4, AQ-5, AQ-7
LM AQ-9: Substitution of New Technologies	AQ-3, AQ-4, AQ-5, AQ-7
LM RISK-1: Site Remediation	RISK-2a, WR-6a
LM RISK-2: Contamination Contingency Plan	RISK-2a, WR-6a
PC AQ-10: Zero Emission Technologies Demonstration Program	AQ-3, AQ-4, AQ-5, AQ-7
PC AQ-11. Low-Emission Drayage Trucks	AQ-7
PC AQ-12. San Pedro Bay Ports CAAP Measure RL-3	AQ-3, AQ-4, AQ-7

ES.8 Information Not Required by CEQA

ES 8.1 Additions To The Health Risk And Air Quality Analyses

The air quality analysis and the health risk assessment (HRA) of toxic air contaminant emissions associated with construction and operation of the proposed Project reported in Chapter 3.2 were conducted in accordance with a project-specific protocol prepared by the Port and reviewed and approved by SCAQMD (POLA, 2008), and in accordance with CEQA. Pursuant to CEQA Guidelines Section 15125(a) and the *Sunnyvale West Neighborhood Association v. City of Sunnyvale* (2010) 190 Cal. App. 4th 1351 *(Sunnyvale)* case, the impacts were analyzed compared to the existing setting, which, for this project is the time of the Notice of Preparation (NOP) or 2005. In addition, this Draft EIR provides, for information only, data showing results utilizing a "floating baseline" in which baseline emissions used in the 70-year averaging period for cancer risk were estimated by fixing activity levels at the time the NOP was released and allowing for future changes in emission factors due to adopted rules and regulations. A floating

baseline established in this manner would result in relatively small baseline emissions and a more conservative (i.e., larger) increment.

ES 8.2 Expanded Health Risk Assessment

The HRA includes an evaluation of three different types of health effects: individual lifetime cancer risk, chronic noncancer hazard index, and acute noncancer hazard index. This EIR also contains a discussion of the effects of PM on premature death (mortality) and disease (morbidity) that provides information on the association of DPM and ambient PM exposure with adverse health effects – a topic of increasing concern to citizens, regulatory agencies, and other entities. POLA has developed a methodology to evaluate potential mortality and morbidity from project-related PM; that methodology is summarized in Impact AQ-7 and provided in its entirety in Appendix C. Because the evaluation of PM-attributable mortality and morbidity is not required under CEQA, the application of the analytical technique at the project level is of uncertain validity, and no significance thresholds exist to support interpretation of the calculated outcomes, this analysis is provided for informational purposes only.

ES 8.3 Regional Rail Assessment

An expanded discussion of the rail transport of goods outside of the Port area is provided in this environmental document for informational purposes. The regional rail system in the Inland Empire is not located in the vicinity of the proposed Project and impacts to this system are not required to be evaluated under the case, City of Riverside vs. City of Los Angeles case, (4th App Dist., Div 3, Case No. G043651) 2011 WL 3527504 (City of Riverside vs. City of Los Angeles, 2011). In reviewing a Port of Los Angeles environmental impact report for a terminal project located within the Harbor District, the court held: "We conclude neither the City nor the County of Riverside is in the "vicinity" of the project. The Port did not abuse its discretion by failing to include in the recirculated draft EIR an analysis of rail-related impacts on the City and County of Riverside."

However, because rail has been, and continues to be, an important issue to many stakeholders, an analysis of such effects is provided for informational purposes only. The data and informational analysis, which is not required under CEQA, includes a methodology and evaluation criteria for assessing rail impacts. Other regional transportation plans should continue to examine the rail system and provide recommendations for future improvements as appropriate and necessary.

ES 8.4 Combined Assessment of SCIG And ICTF

The proposed Project would be constructed at nearly the same time as, and in the immediate vicinity of, the proposed ICTF Expansion and Modernization Project. In recognition that the potential combined impacts of the two projects might not be clearly described in the analysis required by CEQA, the Port and the SCAQMD agreed to conduct a special, focused, combined analysis that describes the air quality (and health effects), noise, and transportation impacts of the two projects. The analysis, which forms Section 4.3 of this EIR, evaluates two scenarios: a no-project scenario in which neither facility is built and a build scenario in which both projects are built as proposed. This analysis is provided in addition to the CEQA required cumulative analysis found in Chapter 4.0 and is provided for informational purposes only.

ES 8.5 Environmental Justice

Although not required by CEQA, environmental justice issues are addressed in this EIR. The analysis supports the LAHD's goal of integrating environment justice into the development, adoption, implementation, and enforcement of environmental laws, regulations, programs and policies. The impact analysis for environmental justice includes a review of the impact conclusion for each of the resource areas as well as the cumulative impacts. Impacts that result in disproportionately high and adverse effects on minority or low income populations are reported in Section 6.0.

ES.9 Public Comment

On September 20, 2005, the LAHD issued a NOP and IS checklist for the proposed Project (State Clearinghouse Number 2005091116) for a 30-day comment period in order to solicit input on the scope of the environmental analysis to be included in the EIR. The LAHD held public scoping meetings on October 6, 2005 and October 13, 2005. A Supplemental NOP was issued on October 31, 2005, in response to comments, and the review period ended November 29, 2005. A total of 35 individuals commented at the meetings on the proposed Project and the NOP/IS, and 48 letters commenting on the NOP/IS or supporting or opposing the Project were received during the public comment period. Table ES-5 presents a summary of the key comments received during the NOP public comment period and references to the sections of this Draft EIR addressing them. The NOP/IS, the Supplemental NOP, and the comment letters received on those documents can be found in Appendix A.

ES.9.1 Issues Raised

During the scoping process, various individuals or organization representatives provided written and oral comments on the scope and content of the EIS/EIR. Areas of known controversy include impacts of Port activities on air quality, public health, and traffic; the public's desire that cargo enter and leave the ports via on-dock railyards to the maximum extent practicable; the impacts of railroad facilities and operations on neighboring communities, including light and glare, noise, air emissions, and traffic congestion; and the desire to find and implement alternatives to diesel truck and train transport of cargo. Table ES-5 presents a summary of the comments made by individuals and where those comments are addressed in the EIR.

Table ES-5. Summary of Key NOP Comments.

Commenter	Key Issues Raised	Sections Addressed
Governmental Agencies		
USEPA	Have USACE use construction equipment that will meet Tier 3 or cleaner non-road engine standards Include Draft Conformity Information in the Draft EIS/EIR	Chapter 2.0 – Project Description Section 3.2 – Air Quality
CalTrans Dist 7	Direction on traffic analysis Need for mitigation and cost-sharing	Section 3.10 Transportation
Caltrans	Oppose separate CEQA and NEPA documents	No NEPA document needed
California Public Utilities Commission	Include rail safety features, including grade separations and crossing improvements	Section 2.4 Proposed Project

Commenter	Key Issues Raised	Sections Addressed
South Coast Air Quality Management District	Direction concerning the air quality and health risk analyses Consider alternatives to a near-dock facility Mitigate line-haul locomotive emissions and other emissions Design project to minimize exposure of residents, including site access modifications and buffer zones	Section 3.2 Air Quality Section 2.5 Alternatives Section 3.2 Air Quality Section 2.4 Proposed Project
SCAG	Near-dock facility is needed for the Southern California goods movement system	Section 2.1.1 Need for a near-dock facility
Department of Toxic Substances Control	Identify potential contaminated sites and remedial actions Recommendations for managing soil contamination during construction	Section 3.7 Hazards and Hazardous Materials
LADOT	Direction on traffic analysis and study intersections	Section 3.10 Transportation
SANBAG	Assess additional traffic and its impacts in San Bernardino County Assess impact of new railyard on existing rail facilities in SB County	Section 3.10 Transportation
Port of Long Beach	Consider alternate locations BNSF should commit to project features that reduce impacts (e.g., cleaner trucks, advanced truck gate technology) Broaden the project objectives to admit alternatives other than a near-dock yard Consider project's relationship to the ICTF Rail operations should not compromise the existing rail infrastructure POLB must be consulted on changes to lands that POLB owns or has an operational interest in A new sound wall and landscaping will be required Consider impacts of re-routing traffic through neighborhoods, evaluate need for roadway upgrades and other mitigation Require trucks to have current CVSA or CHP inspections	Section 2.5 Alternatives Section 2.4 Proposed Project Section 2.3 Project Objectives Chapter 4 Cumulative Analysis Section 2.4 Proposed Project & Section 3.10 Transportation Section 3.8 Land Use, Table 1-6 Section 2.4 Proposed Project and 3.9 Noise Section 3.10 Transportation Chapter 1, Section 3.10 Transportation
City of Long Beach	Provide a more detailed project description, including an accurate description of the project boundaries that includes areas outside the Primary Project Area Project objectives are too narrow; include objectives that permit a wider range of alternatives Identify all entitlements and responsible agencies Compare proposed land uses with permitted uses per Planning Commission decision Analysis of socioeconomic impacts and discussion of blight Direction on traffic analysis, including impacts of relocation of trucking facilities	Section 2.4 Proposed Project Section 2.3 Project Objectives Section 1.3 Responsible Agencies Section 3.8 Land Use Chapter 7 Socioeconomics Section 3.10 Transportation

Commenter	Key Issues Raised	Sections Addressed
	Expand the range of alternatives to include an on-dock alternative, a different near-dock site, and a reduced project Include POLB projects and ICTF in the cumulative analysis Mitigation measures should be consistent with the Green Port policies, should incorporate alternative container delivery systems and routes, and should eliminate diesel-powered equipment and reduce locomotive idling	Section 2.5 Alternatives Section 2.4 Cumulative Analysis Section 3 Environmental Analysis
MTA	Direction on traffic impact analysis	Section 3.10 Transportation
Non-Governmental Agencies and Business Entities		
Wilmington Chamber of Commerce	Consider impacts on existing businesses Install modern equipment	Chapter 3 Environmental Analysis Section 2.4 Proposed Project
Wilmington Neighborhood Council	Evaluate the impact of increased truck traffic on aging infrastructure Evaluate a primary entrance on Sepulveda Blvd and flyovers/ramps off PCH Use innovative technology to increase efficiency in ways that will reduce highway congestion Evaluate traffic diversion and potential congestion and conflicts in relation to neighborhoods, the proposed SR 47 truck expressway, and local businesses	Responsibility of another agency Section 2.4 Project Description and 2.5 Alternatives Section 2.4 Project Description Section 3.10 Transportation
San Pedro and Peninsula Homeowners' Coalition	Use non-diesel delivery of containers Consider on-dock rail alternative and alternative, in-port locations Aesthetic impacts Environmental justice impacts	Section 2.5 Alternatives Section 2.5 Alternatives Section 3.1 Aesthetics Chapter 6 Environmental Justice
Long Beach Unified School District	Hazardous air emissions Noise Hazardous materials Title 5 siting criteria Mitigation of AQ and health impacts through construction of school facilities Impacts of relocating businesses	Section 3.2 Air Quality Section 3.9 Noise Section 3.7 Hazardous Materials Section 3.8 Land Use Section 3.2 Air Quality Chapter 3
Natural Resources Defense Council (12/7/2005)	Consider alternatives other than a new railyard	Section 2.5 Alternatives
NRDC et al. (12/15/2005)	Broaden the objectives and range of alternatives to allow consideration of other alternatives than a near-dock facility Clarify the project description Present an accurate baseline Address water quality impacts of diesel exhaust Mitigate all impacts consistent with No Net Increase Conduct a comprehensive HRA following	Section 2.3 Project Objectives and Section 2.5 Alternatives Section 2.4 Proposed Project Section 2.6 Project Baseline Section 3.12 Water Resources Chapter 3 Environmental Analysis

Commenter	Key Issues Raised	Sections Addressed
	SCAQMD protocol	Section 3.2 Air Quality
Port Community Citizens' Advisory Committee	Use the EIR Template developed by POLA and PCAC	EIR meets PCAC template with changes per CEQA and LAHD protocol. Section 3.1 Aesthetics
	Evaluate aesthetic impacts and provide mitigation	
	Use an air quality baseline of 2001 consistent with the no net increase policy	Section 3.2 Air Quality
	Incorporate the 2003 PCAC publication on health effects of diesel exhaust and a corresponding Health Hazard Index	Section 3.2 Air Quality
	Address AQMP conformance	Section 3.2 Air Quality
	Suggestions on the conduct of the air quality analysis	Section 3.2 Air Quality
	Mitigation should include use of alternative fuels, electrification of equipment, and off-port measures to achieve no net increase	Section 3.2 Air Quality
	Evaluate SENELs as well as CNELs in the noise analysis	Section 3.9 Noise
	Evaluate the role of Port industrialization in the creation of blight in surrounding communities, including impacts related to aesthetics, cultural resources, public health and safety, and property values	Chapter 7 Socioeconomic Analysis
	Mitigation should include a Harbor Community Health Survey, trust funds for off-site improvements, and environmental improvement programs	Chapter 3 Environmental Analysis
	Alternatives should include alternate sites and a reduced project.	Section 2.5 Alternatives
Keck School of Medicine Community Outreach and Education Program	Clarify the project description	Section 2.4 Proposed Project
	Address relocation through separate EIRs or put more detail in this document	Section 3.2 Air Quality
	Suggestions for conducting the air quality and health risk analyses and describing health effects of air pollution	
	Accurately evaluate effects of the Project on truck traffic on I-710	Section 3.10 Transportation
	Emphasize on-dock or alternative locations	Section 2.5 Alternatives
	Use non-diesel container delivery systems, Alameda Corridor electrification, and electric switchers	Sections 2.4 Project Description and 2.5 Alternatives
	Implement rail and trucking measures in NNI, CARB 2005 Railroad MOU, and SCAQMD rules	Section 2.4 Project Description and 3.10 Transportation
UP Railroad	Support the project	NA
Fast Lane, Inc.	Consider impacts of project configuration and operation on on-site business access	Section 2.4 Project Description and 3.10 Transportation
	Impacts of relocation on businesses	
Coalition for a Safe Environment	Consider alternative container transport systems including gravity and solar power	Section 2.5 Alternatives
26 private individuals and other non-governmental entities	Public health related to air quality, especially at schools and in nearby neighborhoods	Section 2.4 Proposed Project Section 2.5 Alternatives Section 3.1 Aesthetics Section 3.2 Air Quality
	Truck traffic in neighborhoods, railroad crossing delays, and freeway congestion	

Commenter	Key Issues Raised	Sections Addressed
	Noise, nighttime lighting Contamination of adjacent properties by dust Incompatible land use issues and cumulative socioeconomic impacts Use of alternative fuels and cargo transport technologies Use of on-dock instead of near-dock rail	Section 3.9 Land Use Section 3.10 Transportation Chapter 7 Socioeconomics

ES.9.2 Issues to be Resolved

Section 15123(b)(3) of the state CEQA Guidelines requires that an EIR contain issues to be resolved; this includes whether or how to mitigate significant impacts. The following impacts remain significant and unavoidable:

- Impact AES-1
- Impact AQ-1; Impact AQ-2; Impact AQ-4
- Impact CR-2
- Impact GHG-1; Impact GHG-2
- Impact LU-4
- Impact NOI-6
- Impact TRANS-4
- Impact PS-6

These issues are described in the relevant impact sections in Chapter 3. The NOP process revealed one issue that is beyond the scope of this project and EIR, namely the Port Community Advisory Committee's (PCAC) recommendation that mitigation should include a "Harbor Community Health Survey."

ES.9.3 Responses to NOP

Table ES-5 identifies the person who commented, key issues raised, how the issues are addressed, and where to find the more complete response in this Draft EIR.

ES.9.4 PCAC Issues Raised/Resolution

The Port Community Advisory Committee (PCAC) was established in 2001 as a standing committee of the Port of Los Angeles Board of Harbor Commissioners (Board). The Port of Los Angeles Community Advisory Committee provides a public forum to discuss Port-related quality of life issues through a series of subcommittees. These subcommittees provide guidance on environmental issues, review of EIRs, master planning, and Port redevelopment. The PCAC submitted comments on the NOP for the proposed Project in October 2005, and Table ES-6 summarizes its concerns or recommendations.

Table ES-6. Summary of PCAC Issues.

Comment Summary	Where Addressed	Outstanding Issue?
Use the EIR Template developed by POLA and PCAC	EIR meets PCAC template with changes per CEQA and LAHD protocol.	No
Evaluate aesthetic impacts and provide mitigation	Section 3.1 Aesthetics	No
Use an air quality baseline of 2001 consistent with the no net increase policy	Section 3.2 Air Quality	No
Incorporate the 2003 PCAC publication on health effects of diesel exhaust and a corresponding Health Hazard Index	Section 3.2 Air Quality	No
Address AQMP conformance	Section 3.2 Air Quality	No
Suggestions on the conduct of the air quality analysis	Section 3.2 Air Quality	No
Mitigation should include use of alternative fuels, electrification of equipment, and off-port measures to achieve no net increase	Section 2.4 Project Description Section 3.2 Air Quality	No
Evaluate SENELs as well as CNELs in the noise analysis	Section 3.9 Noise	No
Evaluate the role of Port industrialization in the creation of blight in surrounding communities, including impacts related to aesthetics, cultural resources, public health and safety, and property values	Chapter 7 Socioeconomic Analysis	Yes
Mitigation should include a Harbor Community Health Survey	Chapter 3 Environmental Analysis	Yes
Alternatives should include alternate sites and a reduced project	Section 2.5 Alternatives	No