EXECUTIVE SUMMARY

ES.1 Introduction

Since 1970, containerized shipping through U.S. West Coast ports has increased twenty-fold, largely due to the enormous increase in the U.S. trade with Pacific Rim nations. As a result, major West Coast ports, particularly the ports of Los Angeles, Long Beach, Oakland, Seattle, and Tacoma, have constantly needed to optimize and expand their facilities to accommodate those increases. As discussed in Section 1.1.3 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, an expanded container terminal at Berths 136-147 in the West Basin of Los Angeles Harbor, represents an action by the Port consistent with that planning priority. This joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has been prepared to evaluate the environmental impacts of the construction and operation of the proposed Project and a reasonable range of alternatives.

The United States Army Corps of Engineers (USACE) is the federal lead agency responsible for preparation of the Environmental Impact Statement (EIS) portions of this document. The LAHD is the state lead agency responsible for preparation of the Environmental Impact Report (EIR) portions of this document and is the project applicant for the proposed Berths 136-147 Container Terminal (Project). The USACE and LAHD have agreed to prepare this Draft EIS/EIR jointly for the sake of efficiency and to avoid duplication of effort.

This Draft EIS/EIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] 4341 *et seq*.), and in conformance with the Council for Environmental Quality (CEQ) Guidelines and the USACE NEPA Implementing Regulations. The document also fulfills the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 *et seq*.), and the State CEQA Guidelines (14 California Code of Regulations [CCR] §1500 *et seq*.).

ES.2 Purpose of this Draft EIS/EIR

This Draft EIS/EIR will be used to inform decision-makers and the public about the potential significant environmental effects of the proposed Project (the Berths 136-147 Container Terminal) and selected alternatives. Section 1.3 describes the agencies that are expected to use this document, including the lead, responsible, and trustee agencies under NEPA and CEQA. Section 1.4 describes the scope and content required of an EIS/EIR, and Section 1.5 describes the key principles guiding the preparation of this document.

ES.2.1 NEPA (USACE) Introduction

This EIS is being prepared by the USACE in compliance with NEPA and CEQA regulations for implementing NEPA (40 CFR 1500-1508), which require the evaluation of potential environmental impacts resulting from federal actions. The primary federal action associated with the proposed Project is the issuance of a permit authorizing work and structures in navigable waters of the United States (U.S.) and the discharge of dredged and fill material in waters of the U.S. The USACE has jurisdictional authority over the Project pursuant to Section 404 of the Clean Water Act, Section 10 of the River and Harbor Act, and Section 103 of the Marine Protection, Research, and Sanctuaries Act.

The USACE will use this document in its consideration of an application submitted by the LAHD for a permit to conduct dredge and fill activities and construct wharves in accordance with Section 404 of the Clean Water Act and Section 10 of the River and Harbor Act. In addition, any proposed transportation of dredged material for ocean disposal would be evaluated pursuant to Section 103 of the Marine Protection, Research, and Sanctuaries Act. This action may result in significant effects on the environment, thus constituting a major federal action requiring NEPA review (42 U.S.C. 4341 *et seq*.). This document is not serving as a public notice of application for any permit at this time. Rather, such public notice will be separate from and concurrent with the public review period for this Draft EIS/EIR. Additional information on the USACE's role, jurisdiction, and responsibilities with regard to this document and the proposed Project and alternatives is presented in Sections 1.2.1, 1.4.2, 2.3., and 2.4.3.

ES.2.2 CEQA (LAHD) Introduction

LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601) and the Coastal Act (PRC Div 20 S30700 et seq.), which identify the Port and its facilities as a primary economic/coastal resource of the State and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, recreation, and harbor operations. According to the Tidelands Trust, Port-related activities should be water dependent and should give highest priority to navigation, shipping and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce.

According to Section 15121(a) of the 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."*

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). In addition, comments provided by public agencies, including responsible and trustee agencies, and the public in response to the Notice of Intent/Notice of Preparation (NOI/NOP) have also indicated that the Project may have significant impacts. 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. It will be used to address potentially significant environmental issues.

The primary intended use of this Draft EIS/EIR by LAHD is to inform agencies considering permit applications and other actions required to construct, lease, and operate the selected alternative and to inform the public of the potential environmental consequences of the proposed action and alternatives. The LAHD's certification of the EIR, Notice of Completion, and Statement of Overriding Considerations (if necessary) will document POLA's decision as to the adequacy of the EIR and will inform subsequent decisions by the LAHD whether to approve and construct the selected alternative and whether to lease the Berths 136-147 Terminal and grant the necessary operating permits. LAHD would use this EIS/EIR to support permit applications, construction contracts, the lease, and other actions required to implement the selected alternative and to adopt mitigation measures that, where possible, could reduce or eliminate significant environmental impacts.

LAHD could also use this Draft EIS/EIR to obtain California Coastal Commission approvals to amend the Port Master Plan to redesignate land areas to accommodate expansion of container terminal operations and to redesignate lands currently used for Port operations to non-port uses.

Other agencies (federal, state, regional, and local) that have jurisdiction over some part of the Project or a resource area affected by the Project are expected to utilize this Draft EIS/EIR as part of their approval or permit processes.

ES.2.3 Project Purpose

ES.2.3.1 CEQA Purpose

The LAHD's overall objectives for the proposed Project are (1) to provide a portion of the facilities needed to accommodate the projected growth in the volume of containerized cargo through the Port; (2) to comply with the Mayor's goal for the Port to increase growth while mitigating the impacts of that growth on the local

communities and the Los Angeles region; and 3) to comply with the Port's Strategic Plan to maximize the efficiency and capacity of terminals while raising environmental standards through application of all feasible mitigation measures.

These interrelated goals require increases in the cargo-handling efficiency and capacity of existing terminal facilities in the Port. In order to accomplish these basic objectives in a manner consistent with LAHD's public trust responsibilities, the following supporting objectives need to be accomplished:

1 Expand and modernize existing container terminal facilities at the Port to the extent necessary to:

- Optimize the use of existing land and waterways and be consistent with the Port's overall use of available shoreline;
- Accommodate foreseeable containerized cargo volumes through the Port;
- Increase container handling efficiency and create sufficient backland area for container terminal operations, including storage, transport, and on/offloading of container ships in a safe and efficient manner;
- Provide access to land-based rail and truck infrastructure capable of minimizing surface transportation congestion or delays while promoting conveyance to and from both local and distant cargo destinations, and
- Improve or construct container ship berthing and infrastructure capacity where necessary to accommodate projected containerized cargo volumes through the Port.

2. Provide on dock-rail capabilities to promote direct transfer of cargo between ship and rail.

3. Apply the foregoing principles to improvement of the existing terminal facilities at Berths 136-147.

4. Provide a landscaped area as a community amenity and as a physical separation between Port operations and residential areas.

ES.2.3.2 NEPA Purpose

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

ES.2.4 Baselines

ES.2.4.1 CEQA Baseline

For purposes of this Draft EIS/EIR, the CEQA Baseline for determining the significance of potential impacts under CEQA is the conditions that existed at the time the LAHD issued the NOP, i.e., December 2003, as required by Section 15125 of the CEQA Guidelines. At that time, the existing terminal consisted of 176 acres, received 246 annual ship calls, and handled 891,976 TEUs.

The principles governing the selection of the CEQA baseline are described more fully in Sections 1.5.5 and 2.6.1, and the conditions that existed at the time the NOP was circulated for review are described in Chapter 3. These environmental conditions normally constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact is significant. The CEQA Baseline represents the setting at a fixed point in time, with no project growth over time, and differs from the No Project Alternative (discussed in Section 2.5.1) in that the No Project Alternative addresses what is likely to happen at the site over time, starting from the baseline conditions.

ES.2.4.2 NEPA Baseline

For this Draft EIS/EIR, the NEPA Baseline for determining significance of impacts is defined by the "No Federal Action" condition, which in turn is defined by examining the full range of construction and operational activities the applicant could implement and is likely to implement absent permits from USACE (see Sections 1.5.5 and 2.6.2 for a fuller description of the No Federal Action/NEPA Baseline). Activities that require permits (e.g., those activities within the USACE's jurisdiction under Section 10 of the River and Harbor Act, Section 404 of the Clean Water Act, and Section 103 of the Marine Protection, Research, and Sanctuaries Act) are not part of the No Federal Action/NEPA Baseline.

The No Federal Action condition (described more fully in Section 2.6) includes construction and operation of all upland elements (existing lands) for backlands or other purposes (e.g., improvement of ground transportation infrastructure and construction of the on-dock rail yard), but it would not include any dredging, filling of the Northwest Slip, new wharf construction, or improvement of existing wharves. The No Federal Action condition would also include those mitigation measures imposed on the applicant's project through the CEQA process and other agreements. The upland elements are assumed to include:

- Adding 57 acres of existing land for backland area and an on-dock rail yard;
- Constructing a 500-space parking lot for union workers;
- Demolishing the existing administration building and constructing a new LEED certified administration building and other terminal buildings;

- Adding new lighting and replacing existing lighting, fencing, paving, and utilities on the backlands;
- Relocating the Pier A rail yard and constructing the new on-dock rail yard;
- Widening and realigning Harry Bridges Boulevard; and
- Developing the Harry Bridges Buffer Area.

The No Federal Action/NEPA Baseline also differs from the "No Project" Alternative, where the Port would take no further action to construct and develop additional backlands (other than the 176 acres that currently exist). The No Federal Action/NEPA Baseline assumes that there will be increases in cargo throughput in the future as a result of both normal growth and Port-authorized upland developments not under federal jurisdiction. As a result, the No Federal Action/NEPA Baseline is not fixed at a single point in time; instead, impacts are determined by comparing conditions with and without the federal components of the proposed Project at given points in the future. For this project, those points include the completion of Phases I and II of the proposed Project (see Section ES.3).

ES.3 Proposed Project

ES.3.1 Overview

The proposed Project area is located in the Port of Los Angeles, approximately 32 kilometers (km) (20 miles) south of downtown Los Angeles and immediately south of the Wilmington Community (Figure ES-1). The Berths 136-147 Terminal is located in the north and eastern portions of the West Basin of the Port, in the Wilmington and San Pedro Districts (Figure ES-2). The terminal is roughly bordered by Harry Bridges Boulevard on the north; by Slip 1, Neptune Avenue, Water Street, and Fries Avenue on the east; by the Turning Basin to the south, and by Berths 118-131 to the west.

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

In 2003, the existing terminal handled 891,976 20-foot equivalent units (TEUs) of containerized cargo, and had 246 vessel calls (Table ES-1). At full operation, expected to occur by 2025, the proposed terminal would handle approximately 2.4 million TEUs per year, which, as explained in Section ES.4, would be approximately 700,000 more than the terminal would be able to handle if no improvements were made.

Figure ES-1. Project Location within the Region

Table ES-1. Project Summary Matrix

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

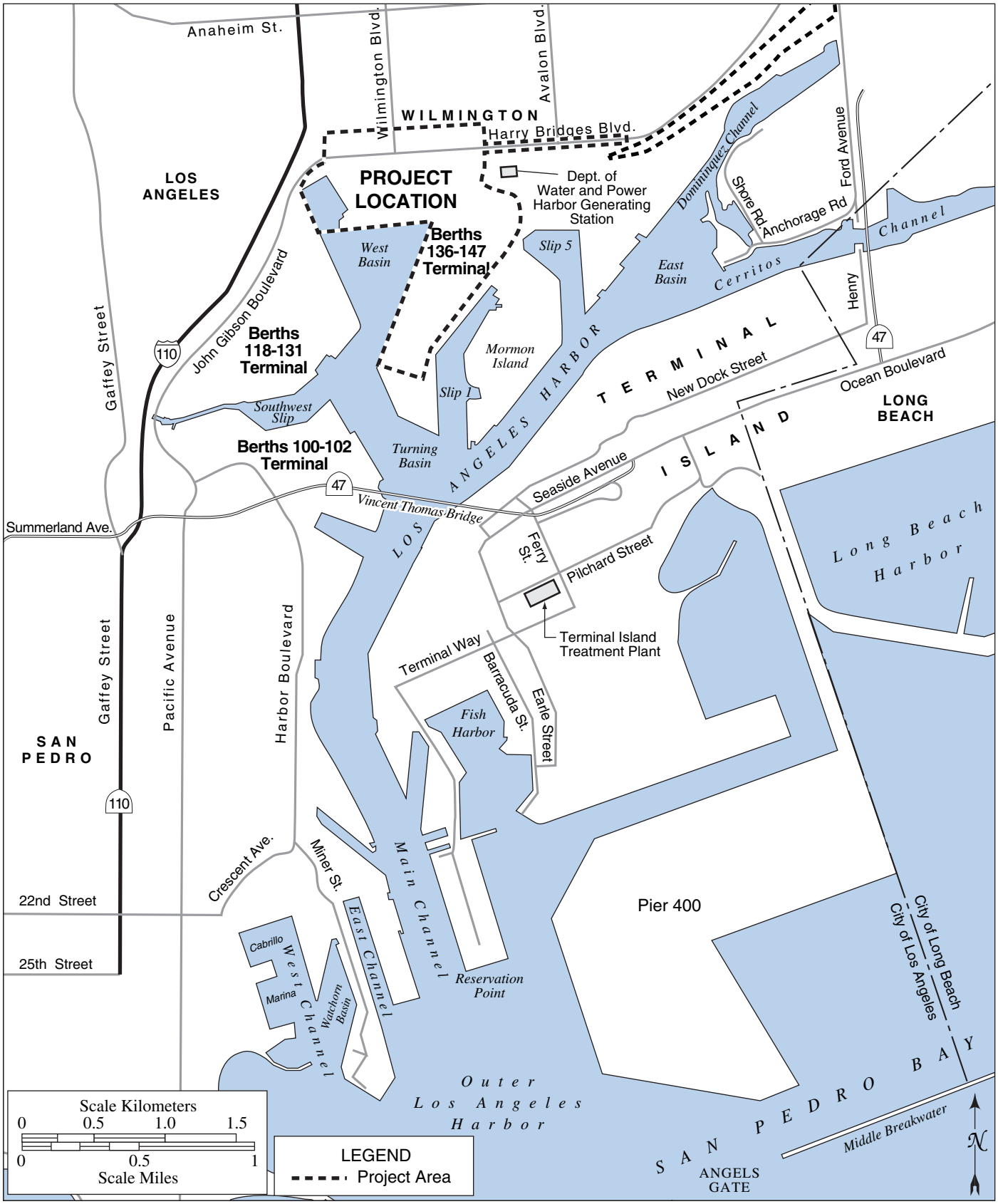
Note: * Maximized at Year 2025

** Linear feet

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

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

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



ES-2. Project Location

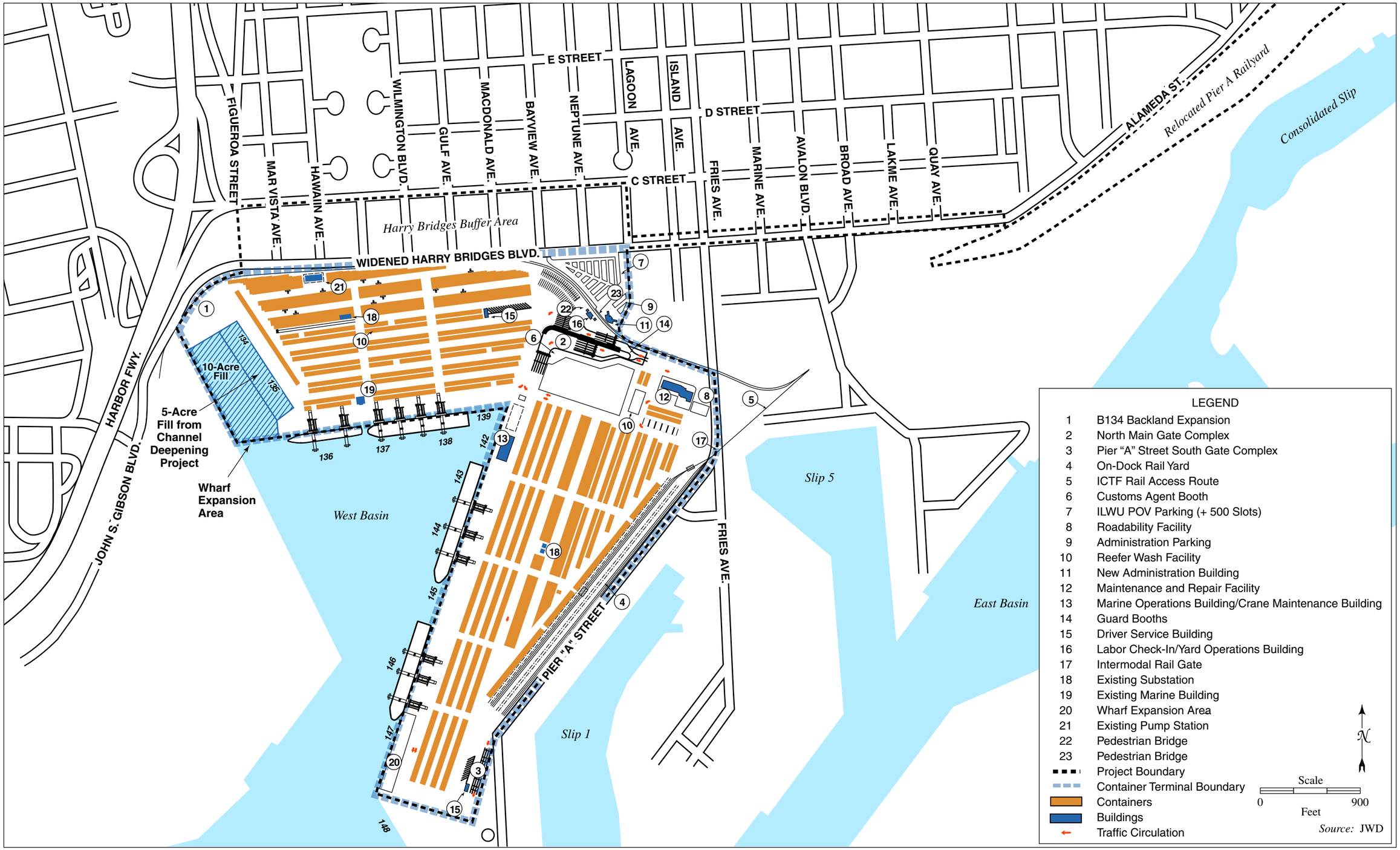


Figure ES-3. Proposed Project Layout (Conceptual)

ES.3.2 Project Description

The specific elements of the proposed Project are described in greater detail in Section 2.4.2.

ES.3.2.1 Expanded Terminal Backlands

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

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

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

Phase II of the proposed Project would add 10 acres of backland at Berth 134 to improve the efficiency of the container terminal by filling in the remaining 10 acres of the Northwest Slip (Figure ES-3). Note that if the 5-acre fill is not permitted through the Channel Deepening Project then the 10-acre fill would not be built in Phase II and the project would resemble the Reduced Fill Alternative (see section ES.4). The fill would be constructed of 800,000 cubic yards of material from other, future dredging projects or from dredged material stored at underwater sites; some imported upland fill would likely also be used. The new fill would be confined by a rock dike across the mouth of the Northwest Slip. The surface of the fill would be converted to additional container terminal backlands with paving, lighting, and fencing.

The new fill would be placed by a combination of hydraulic and clamshell dredges, and the rock dike would be constructed of 50,000 cubic yards of Catalina Island quarry rock conveyed to the site by tug/barge combinations. Development of the fill would involve diesel-powered construction equipment, excavators, haul trucks, material delivery trucks, cement trucks, and paving equipment.

ES.3.2.2 Berths and Wharf Facilities

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

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

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

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

Dredged sediments could be disposed of in a number of ways depending on their chemical and structural qualities (see section 2.5.3.2). Dredge material suitable for open water disposal would be disposed of at an EPA-approved ocean dumping site (LA-2 or LA-3), at the Pier 400 dredge material storage site or in an available/permitted fill site in the Port of Los Angeles or Long Beach. If dredge material is not suitable for open water disposal, then it would be disposed of at the Port's Anchorage Road Disposal Site or in an available/approved confined disposal site (CDF) in the Port of Los Angeles or Port Long Beach. Dredging would likely be accomplished by a barge-mounted clamshell dredge and conveyed to the disposal site(s) by hopper barges hauled by tugboats. Upland disposal would also involve diesel-powered earthmovers, trucks, and loaders to de-water the sediments at a waterfront site and convey the de-watered sediments to the disposal site.

ES.3.2.3 New and Relocated Rail Facilities

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

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

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

ES.3.2.4 Harry Bridges Boulevard and Buffer Area

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

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

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

The proposed project does not include fencing off the buffer area to prevent public access, although that alternative was pursued during project design (see Chapter 6).

However, the public health issues surrounding public access to an area close to transportation corridors are evaluated in Section 3.2, and the findings are summarized in Section ES.6.2, below.

ES.3.2.5 Project Operations

Project operations are described in detail in Section 2.4.2. The completed Berths 136-147 Terminal could handle a maximum of approximately 2,389,000 TEUs (1,277,540 containers) per year. That maximum capacity is expected to be reached by 2025 (Table ES-1).

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

By 2025 the terminal would generate approximately 6,377 daily truck trips (Table ES-1). Those trips would include local cargo (principally Southern California but including Northern California, Arizona, Nevada, and Utah), national cargo hauled entirely by truck, and intermodal cargo that would consist of containers that could not be accommodated by the terminal's on-dock rail yard. Non-intermodal cargo, both local and national, would be hauled to and from the terminal gates by trucks. As rail use increases over time, the proportion of cargo hauled by truck would decrease, but terminal planners estimate that in 2025 and thereafter, approximately 70 percent of the terminal's cargo (approximately 4,500 truck trips per day) would move by truck at least as far as an off-site rail yard.

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

ES.4 Alternatives to the Project

ES.4.1 Basis of Alternatives

As described more fully in Section 2.5, NEPA and the CEQA Guidelines require that an EIS and an EIR describe a range of reasonable alternatives to the Project that could feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any significant environmental impacts. The EIS/EIR should

briefly describe the rationale for selection and rejection of alternatives, compare the merits of the alternatives, and determine an environmentally superior alternative.

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

ES.4.2 Alternatives Considered

Eighteen alternatives, including the proposed Project and the No Project Alternative, were considered and evaluated in regards to how well each met the objectives for the Project. Twelve of these alternatives were eliminated from detailed consideration for various reasons, as discussed in Section ES.4.4 and Section 2.5.2. Five of the alternatives met most of the Project objectives and are fully evaluated in Section 2.5.1 of this document (see Section ES.4.3 for a summary of the evaluation). These five alternatives are evaluated co-equally with the proposed Project for all environmental resources in Chapter 3 in this Draft EIS/EIR. Chapter 6 (as summarized in Section ES 5.4) compares the proposed Project and these four alternatives and identifies the environmentally preferred and environmentally superior alternative.

ES.4.3 Alternatives Analyzed in This EIS/EIR

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

ES.4.3.1 Alternative 1 – No Project Alternative

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

Under this alternative, no construction impacts would occur. The terminal would continue to be operated by TraPac under the current holdover lease. There would be operational impacts: cargo ships that currently berth and load/unload at the terminal would continue to do so, terminal equipment would continue to handle cargo containers, and trucks would continue to pick up and deliver containers to local and national destinations and regional intermodal facilities. No environmental controls beyond those imposed by local, state, and federal regulatory agencies would be implemented. There would be no on-dock rail yard or new cranes under this alternative. This alternative would result in a maximum throughput of 1,697,000 TEUs (907,487 containers), approximately 250 vessel calls, and 1,961,395 truck trips per year by 2025. For a variant of this No Project alternative see Alternative 5 – Landside Improvements/CEQA No Project Variant, that maintains the same throughput but includes a new lease with an on-dock rail facility and environmental controls.

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

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

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

† Maximized in Year 2025

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

ES.4.3.2 Alternative 2 – Reduced Project: The Project Without the 10-Acre Fill

This alternative is the same as the proposed Project except that the 10-acre Northwest Slip would not be filled for additional backland storage area, and the 400-foot wharf extension adjacent to it would not be built, which would result in decreased container movement efficiency when compared with the proposed Project. Because the Phase II fill would not be built, terminal size would remain constant at 233 acres. Other Project

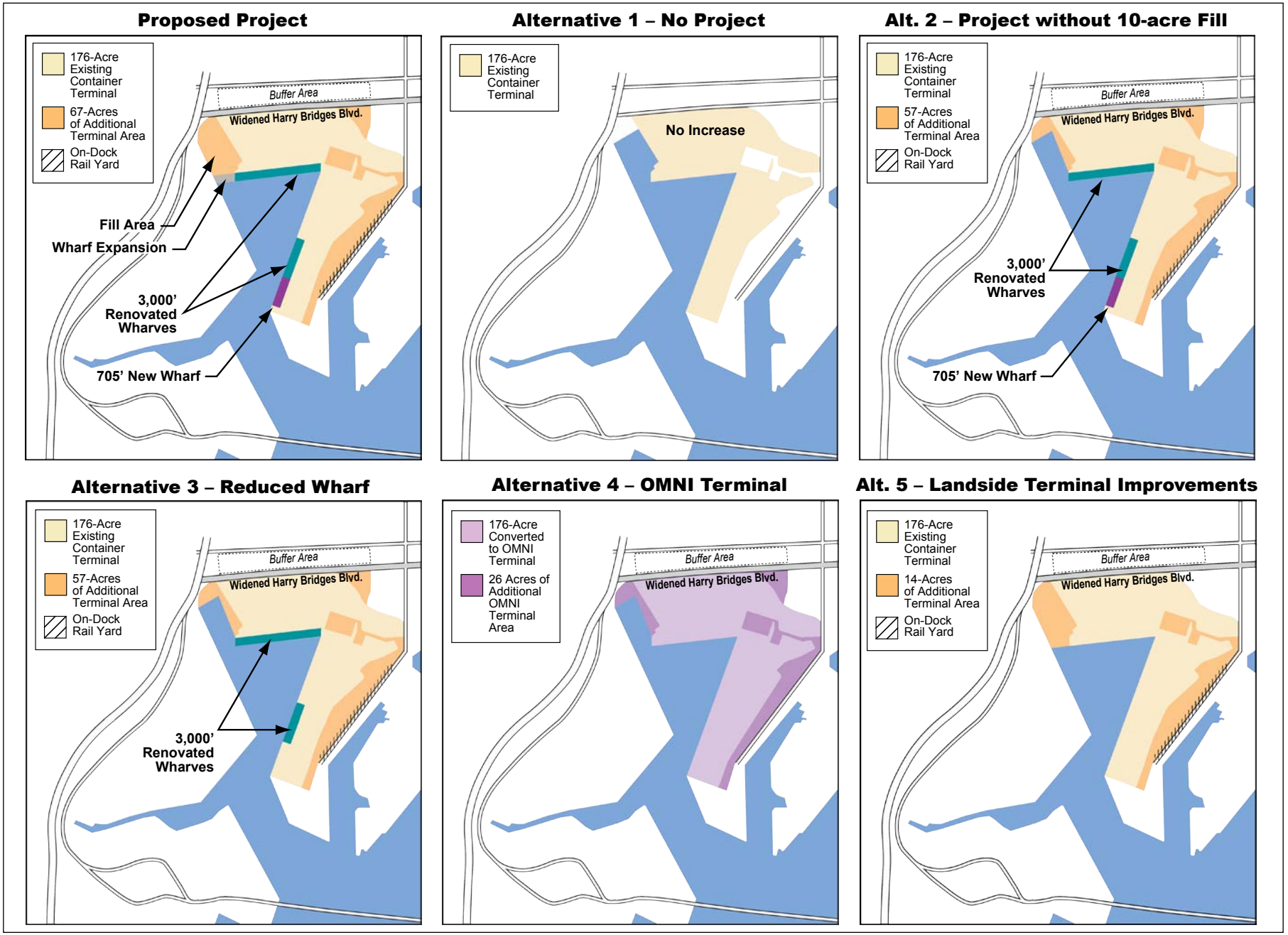


Figure ES-4. Container Terminal Changes Under the Proposed Project and Alternatives

components, such as the relocation of the Pier A rail yard, construction of the new on-dock rail yard, widening of Harry Bridges Boulevard, and development of the Harry Bridges Buffer Area would occur as described in Section 2.4.2. Construction of Alternative 2 would also include constructing a new LEED-certified administration building, and new, modern maintenance and ancillary buildings and demolishing existing buildings; constructing two new gates to improve truck ingress/egress to the facility; and installing utilities, paving, fencing, and lighting as necessary.

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

In Alternative 2, the terminal would be operated under a new, 30-year lease between the terminal operator and the Port. The new lease would include environmental controls that are not part of TraPac's current lease. Those controls would be imposed pursuant to the Clean Air Action Plan, Port Environmental Policy (see Section 1.6) and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006; see Section 1.6.3). The lease would include emissions standards for terminal equipment, participation in the vessel speed reduction program, low sulfur fuel requirements, AMP, clean truck requirements, and measures unrelated to air quality such as storm water management. Those measures would be essentially the same as the measures identified as mitigation measures for the proposed Project.

Construction of Alternative 2 would be similar to the proposed Project, as described in Section 2.4.4, except for the following:

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

ES.4.3.3 Alternative 3 – Reduced Wharf

This alternative is the same as the proposed Project except that the proposed new 705-foot wharf at Berth 147 would not be constructed, the 10-acre Northwest Slip would not be filled for additional container storage area, and the 400-foot wharf extension adjacent to it would not be built. This alternative would include expanding the terminal by 57 acres; implementing the backlands improvements and wharf seismic improvements described in Section 2.4.2; relocation of the Pier A rail yard;

construction of the new on-dock rail yard; and widening Harry Bridges Boulevard and development of the Harry Bridges Buffer Area. Construction of Alternative 3 would also include constructing a new LEED-certified administration building and new, modern maintenance and ancillary buildings and demolishing existing buildings; constructing two new gates to improve truck ingress/egress to the facility; and installing utilities, paving, fencing, and lighting as necessary.

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

In Alternative 3, the terminal would be operated under a new, 30-year lease between the terminal operator and the Port. The new lease would include environmental controls that are not part of TraPac's current lease. Those controls would be imposed pursuant to the Clean Air Action Plan, Port Environmental Policy (see Section 1.6) and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006; see Section 1.6.3). The lease would include emissions standards for terminal equipment, participation in the vessel speed reduction program, low sulfur fuel requirements, AMP, clean truck requirements, and measures unrelated to air quality such as storm water management. Those measures would be essentially the same as the measures identified as mitigation measures for the proposed Project.

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

ES.4.3.4 Alternative 4 – Omni Terminal

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

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

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

Backland development would result in a 202-acre terminal. However, there would be no on-dock rail yard and the Pier A rail yard would not be relocated. The backlands

redevelopment would include different buildings than those proposed for the proposed Project and the configuration of the utilities, striping, and lighting would be different.

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

Alternative 4 would be operated under a new, 30-year lease between the terminal operator and the Port. The new lease would include environmental controls that are not part of the current lease. Those controls would be imposed pursuant to the Clean Air Action Plan, Port Environmental Policy (see Section 1.6) and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006; see Section 1.6.3). The lease would include emissions standards for terminal equipment, participation in the vessel speed reduction program, low sulfur fuel requirements, clean truck requirements, and measures unrelated to air quality such as storm water management. Those measures would be essentially the same as the measures identified as mitigation measures for the proposed Project.

Construction of Alternative 4 would include the addition of 26 acres of land to the terminal, including the 5-acre fill placed under the Channel Deepening project. Construction would require paving, fencing, and striping; the demolition of the existing administration and maintenance buildings and the main gate; construction of new buildings and gates; and construction of the Harry Bridges Buffer Area and the associated roadway widening as described in Section 2.4.4.

ES.4.3.5 Alternative 5 – Landside Terminal Improvements/CEQA No Project Variant

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

Under Alternative 5, the terminal would be operated under a new, 30-year lease between the terminal operator and the Port. The new lease would include environmental controls that are not part of the current lease. Those controls would be imposed pursuant to the Clean Air Action Plan, Port Environmental Policy (see Section 1.6) and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006; see Section 1.6.3). The lease would include emissions standards for terminal

equipment, participation in the vessel speed reduction program, low sulfur fuel requirements, AMP, clean truck requirements, and measures unrelated to air quality such as storm water management. Those measures would be essentially the same as the measures identified as mitigation measures for the proposed Project.

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

In order to incorporate environmental controls, construction of Alternative 5 would include: constructing a new LEED-certified administration building, and new modern maintenance, and ancillary buildings; constructing two new gates to improve truck ingress/egress to the facility; relocating the existing Pier A rail yard and building an on-dock rail yard in its place to switch as much cargo as possible from truck to rail. In order to implement these project elements, Alternative 5 would require 190 acres for the on-dock rail and gate improvements, and would require demolition of existing buildings and installation of utilities, paving, fencing and lighting as necessary. These alternatives have the same throughput because even with landside improvements/efficiencies, the terminal becomes constrained at the berth (see Section 1.1.2 for a discussion of terminal operation and constraints).

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

ES.4.4 Alternatives Eliminated from Further Consideration

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

- Use of other ports outside Southern California;
- Expansion of terminals within Southern California but outside the Los Angeles Harbor District;

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

ES.5 Environmental Impacts

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

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

ES.5.1 Impacts Not Considered in this Draft EIS/EIR

The scope of this Draft EIS/EIR was established based on the NOI and NOP, which identified potential impact areas of the proposed Project. The NOP also determined that agricultural resources, mineral resources, and population and housing would not be affected by the proposed Project. In accordance with CEQA, issues found in the NOP/Initial Study that have no impact do not require further evaluation in the EIS/EIR. However, the Port determined later that potential impacts to both mineral resources and population should be addressed in the EIS/EIR. Impacts to population are discussed in Chapters 5 and 7, while impacts to mineral resources are discussed in Section 3.5 of Chapter 3.

ES.5.2 Impacts of the Proposed Project and Alternatives

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

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

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

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

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

Alternative	*Environmental Impacts*[9]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.2 Air Quality and Meteorology			
Proposed Project	**AQ-1**: Construction would produce emissions that would exceed SCAQMD emission significance thresholds.	CEQA: Significant impact for VOC, NO_X, SO_X, PM_{10}/$PM_{2.5}$ emissions in Phase 1 Significant impact for VOC, NO_X and $PM_{2.5}$ emissions in Phase 2 Measured pollutants: VOC, CO, NO_X, SO_X, PM_{10}/$PM_{2.5}$ NEPA: Significant impact for VOC and NO_X emissions in Phase 1 Significant impact for VOC, NO_X and $PM_{2.5}$ emissions in Phase 2 Less than significant impact for all other pollutants for Phases 1 and 2	**AQ-1**: Expanded VSR Program **AQ-2** Fleet Modernization for On-Road Trucks **AQ-3** Fleet Modernization for Construction Equipment **AQ-4** Best Management Practices (BMPs) **AQ-5** Additional Fugitive Dust Controls **AQ-18A** General Mitigation Measure **AQ-1** through **AQ-5**	CEQA*: Significant impact after mitigation from VOC, NO_X, SO_X, PM_{10}/$PM_{2.5}$ emissions in Phase I Significant impact after mitigation from NO_X and $PM_{2.5}$ emissions in Phase 2 Less than significant impact after mitigation for all other pollutants for Phase 2. NEPA*: Significant impact after mitigation from NO_X, PM_{10}/$PM_{2.5}$ emissions in Phase 1 Less than significant impact after mitigation for all other pollutants in Phases 1 and 2
Alternative 1	**AQ-1**: Alternative 1 would not produce construction emissions that would exceed a SCAQMD emission significance threshold.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 2&3	**AQ-1**	CEQA: Significant impact for VOC, NO_X, SO_X, PM_{10} and $PM_{2.5}$ emissions in Phase 1 Significant impact for VOC, NO_X and $PM_{2.5}$ emissions in Phase 2 Measured pollutants: VOC, CO, NO_X, SO_X, PM_{10} and $PM_{2.5}$ NEPA: Significant impact for VOC, NO_X, PM10, and PM2.5 emissions in Phase 1 Less than significant impact for all other pollutants for Phase 2.	**AQ-1** through **AQ-5** **AQ-1** through **AQ-5**	CEQA*. Significant impact after mitigation from NO_X, SO_X, PM_{10} and $PM_{2.5}$ emissions in Phase 1. Significant impact after mitigation from NO_X and $PM_{2.5}$ emissions in Phase 2. Less than significant impact after mitigation for all other pollutants for Phase 2 NEPA*: Significant impact after mitigation from NO_X, PM_{10}, and $PM_{2.5}$ emissions in Phase 1 Less than significant impact after mitigation for all other pollutants in Phases 1 and 2

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.2 Air Quality and Meteorology (continued)			
Alternative 4	**AQ-1** (continued)	CEQA: Significant impact for VOC, NO_X, and $PM_{10}/PM_{2.5}$ emissions NEPA: Not applicable	**AQ-1** through **AQ-5** Mitigation not required	CEQA: Significant impact after mitigation for NO_X and $PM_{10}/PM_{2.5}$ emissions Less than significant impact after mitigation for all other pollutants NEPA: Not applicable
Alternative 5	**AQ-1**	CEQA: Significant impact for VOC, NO_X, and $PM_{10}/PM_{2.5}$ emissions NEPA: Not applicable	**AQ-1** through **AQ-5** Mitigation not required	CEQA: Significant impact after mitigation for NO_X and $PM_{10}/PM_{2.5}$ emissions Less than significant impact after mitigation for all other pollutants NEPA: Not applicable
Proposed Project	**AQ-2**: Construction of the proposed Project or Alternatives would result in offsite ambient air pollutant concentrations that would exceed a SCAQMD threshold of significance	CEQA: Significant impact for 1-hr NO_2 and 24-hr $PM_{10}/PM_{2.5}$emissions in Phase 1 Less than significant impact for all other pollutants in Phase 1 Phase 2 impacts not applicable Measured pollutants: 1-hr NO_2, 1-hr CO, 8-hr CO, 24-hr PM_{10}/ $PM_{2.5}$ NEPA: Significant impact for 1-hr NO_2, 24-hr $PM_{10}/PM_{2.5}$ emissions in Phase 1 Less than significant impact for all other pollutants in Phase 1 Phase 2 impacts not applicable	**AQ-1** through **AQ-5** **AQ-1** through **AQ-5**	CEQA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions in Phase 1 NEPA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions in Phase 1
Alternative 1	**AQ-2**: Alternative 1 construction would not result in offsite ambient air pollutant concentrations that would exceed a SCAQMD threshold of significance.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.2 Air Quality and Meteorology (continued)			
Alternative 2	**AQ-2** (continued)	CEQA: Significant impact for 1-hr NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions Less than significant impact for all other pollutants.	**AQ-1** through **AQ-3** and **AQ-5**	CEQA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions
		NEPA: Significant impact for 1-hr NO_2 and 24-hr PM_{10} Less than significant impact for all other pollutants	**AQ-1** through **AQ-3** and **AQ-5**	NEPA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions
Alternative 3	**AQ-2**	CEQA: Significant impact for 1-hr NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions Less than significant impact for all other pollutants.	**AQ-1** through **AQ-5**	CEQA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions
		NEPA: Significant impact for 1-hr NO_2 and 24-hr PM_{10} Less than significant impact for all other pollutants	**AQ-1** through **AQ-5**	NEPA: Significant impact after mitigation for 1-hr NO_2, 24-hr PM_{10}, and $PM_{2.5}$ emissions
Alternative 4	**AQ-2**	CEQA: Significant impact for 1-hr NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions	**AQ-1** through **AQ-5**	CEQA: Significant impact after mitigation for 1-hour NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions
		NEPA: Not applicable	Mitigation not required	NEPA: Not applicable
Alternative 5	**AQ-2**	CEQA: Significant impact for 1-hour NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions	**AQ-1** through **AQ-5**	CEQA: Significant impact after mitigation for 1-hour NO_2 and 24-hr $PM_{10}/PM_{2.5}$ emissions
		NEPA: Not applicable	Mitigation not required	NEPA: Not applicable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.2 Air Quality and Meteorology (continued)			
Proposed Project	**AQ-3**: The proposed Project or Alternatives would result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance	CEQA: Significant impact for the following project years and pollutants: 2007: All daily pollutant thresholds. Annual VOC, NO_x and SO_x threshold. 2015: All pollutants except VOC 2025: Daily: NOx, SO_X, and PM_{10} Annual: SO_x 2038: Daily and annual SO_X Less than significant impact for all other pollutants Measured pollutants: VOC, CO, NO_X, SO_X, $PM_{10}/PM_{2.5}$ Project Years: 2007, 2015, 2025 and 2038	**AQ-6** Alternative Maritime Power (AMP) **AQ-7** Alternative Fuel Yard Tractors **AQ-8** Low-NOx and low–PM standards **AQ-9** Fleet Modernization for On-Road Trucks **AQ-10** Vessel Speed Reduction Program **AQ-11** Ship Auxiliary Engine, Main Engine and Boiler Fuel Improvement Program **AQ-12** Slide Valves in Ship Main Engines **AQ-13** New Vessel Builds **AQ-14**: Clean Rail Yard Standards **AQ-15** Reroute Cleaner Ships **AQ-16** Truck Idling Reduction Measures **AQ-17** Periodic Review of New Technology and Regulations **AQ-18B** General Mitigation Measure	CEQA[‡]. Significant impact after mitigation for the following years and pollutants:2007: Daily emissions of VOC, NOx, and SOx. Less than significant impact for all other pollutants and years
		NEPA: Significant impact for the following project years and pollutants[†]: 2007, 2015, 2025 and 2038: All daily pollutant thresholds and annual VOC threshold.	**AQ-6** through **AQ-18**	NEPA: Significant impact after mitigation for the following years and pollutants 2007: All pollutants except CO. 2015: VOC, CO, and NOx. 2025: All pollutants 2038: All pollutants except SOx
Alternative 1	**AQ-3**	CEQA: Significant impact[†] for the following project years and pollutants: 2007: VOC, NO_X, SO_X and $PM_{2.5}$ 2015: NO_X and SO_X 2025 and 2038: SO_X	No mitigation measures are applicable	CEQA: Significant impact for the same project years and pollutants
		NEPA: Not applicable	Mitigation not required	NEPA: Not applicable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.2 Air Quality and Meteorology (continued)			
Alternative 2	**AQ-3** (continued)	CEQA: Significant impact for the following project years and pollutants[†]: 2007: All daily pollutant thresholds. Annual VOC, NO_x and SO_x threshold. 2015: All pollutants except VOC 2025: Daily: NOx, SO_X, and PM_{10} Annual: SO_x 2038: Daily and annual SO_X	**AQ-6** through **AQ-18**	CEQA[‡]. Significant impact after mitigation for the following years and pollutants 2007: Daily emissions of VOC, NOx, and SOx. Less than significant impact for all other pollutants and years
		NEPA: Significant impact for the following project years and pollutants[†]: 2007, 2015, 2025 and 2038: All daily pollutant thresholds and annual VOC threshold.	**AQ-6** through **AQ-18**	NEPA[‡]: Significant impact after mitigation for the following years and pollutants 2007: All pollutants except CO. 2015: VOC, CO, and NOx. 2025: All pollutants 2038: All pollutants except SOx
Alternative 3	**AQ-3**	CEQA: Significant impact[†] for the following project years and pollutants: 2007: Daily VOC, CO, NO_X, and SO_X and annual VOC thresholds. 2015: NO_X and SO_X 2025 and 2038: SO_X	**AQ-6** through **AQ-18**	CEQA: Significant impact after mitigation for the following project years and pollutants: 2007: NO_X and SO_X Less than significant impact for all other pollutants and years
		NEPA: Significant impact[†] for the following project years and pollutants: 2007: All daily pollutant thresholds except SOx and annual VOC threshold. 2015, 2025, and 2038: All daily pollutant thresholds and annual VOC threshold.	**AQ-6** through **AQ-18**	NEPA: Significant impact after mitigation for the following project years and pollutants: 2007: NO_X 2025 and 2038: VOC, NOx, and SOx Less than significant impact for all other pollutants and years
Alternative 4	**AQ-3**	CEQA: Less than significant impact[†] for all project years. NEPA: Not applicable	**AQ-6** though **AQ-12** Mitigation not required	CEQA: Less than significant impact after mitigation. NEPA: Not applicable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.2 Air Quality and Meteorology (continued)			
Alternative 5	**AQ-3** (continued)	CEQA: Significant impact[†] for the following project years and pollutants: 2007: NO_X and SO_X NEPA: Not applicable	No additional mitigation measures are proposed Mitigation not required	CEQA: Significant impact[†] for the following project years and pollutants: 2007: NO_X and SO_X NEPA: Not applicable
Proposed Project and Alternatives 2&3	**AQ-4**: proposed Project or Alternatives operations would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance	CEQA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Less than significant impact for all other pollutants Measured pollutants: 1-hr NO_2, annual NO_2, 1-hr CO, 8-hr CO, 24-hr PM_{10}, and 24-hr $PM_{2.5}$	**AQ-6** through **AQ-18**	CEQA[‡]: Significant impact after mitigation for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Less than significant impact after mitigation for all other pollutants
		NEPA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Less than significant impact for all other pollutants	**AQ-6** through **AQ-18**	NEPA[‡]: Significant impact after mitigation for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Less than significant impact after mitigation for all other pollutants
Alternative 1	**AQ-4**	CEQA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Less than significant impact for all other pollutants NEPA: Not applicable	No mitigation measures are applicable Mitigation not required	CEQA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Less than significant impact for all other pollutants NEPA: Not applicable
Alternative 4	**AQ-4**	CEQA: Significant impact for 1-hr and annual NO_2 concentrations Less than significant impact for all other pollutants NEPA: Not applicable	**AQ-6** through **AQ-18** Mitigation not required	CEQA[‡]: Significant impact after mitigation for 1-hr and annual NO_2 concentrations NEPA: Not applicable
Alternative 5	**AQ-4**	CEQA: Significant impact for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Less than significant impact for all other pollutants NEPA: Not applicable	No additional mitigation measures are proposed Mitigation not required	CEQA[‡]: Significant impact after mitigation for 1-hr and annual NO_2 and 24-hr $PM_{10}/PM_{2.5}$ Less than significant impact after mitigation for all other pollutants NEPA: Not applicable

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

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

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.2 Air Quality and Meteorology (continued)			
Alternative 4	**AQ-8** (continued)	CEQA: Significant impact NEPA: Not applicable	**AQ-6, AQ-10**, **AQ-14**, **AQ-16**, **AQ-19 to AQ-24** Mitigation not required	CEQA: Significant impact after mitigation NEPA: Not applicable
Alternative 5	**AQ-8**	CEQA: Significant impact NEPA: Not applicable	No additional mitigation measures are proposed Mitigation not required	CEQA: Significant impact after mitigation NEPA: Not applicable
	3.3 Biological Resources			
Proposed Project	**BIO-2a**: Construction activities would result in a substantial reduction or alteration of state-, federally-, or locally-designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Significant impact to EFH from filling of the Northwest Slip; no impacts to other natural habitats, special aquatic sites, or plant communities NEPA: Significant impact to EFH from filling of the Northwest Slip; no impacts to other natural habitats, special aquatic sites, or plant communities	**BIO-1**: The LAHD shall apply 4.75 credits (= 9.5 Inner Harbor acres) available in the Bolsa Chica or Outer Harbor banks to compensate for loss of fish and wildlife habitat due to construction of fill in the Northwest Slip of the West Basin. Credit accounting and debiting of credits from either the Bolsa Chica or Outer Harbor mitigation banks shall occur prior to issuance of a Section 10/404 Permit by the USACE. This mitigation measure would fully offset proposed Project impacts to habitat for aquatic species. **BIO-1**	CEQA: No impact after mitigation. NEPA: No impact after mitigation.
Alternative 1	**BIO-2a**: Construction activities would not result in a substantial reduction or alteration of a state-, federally-, or locally-designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.3 Biological Resources (continued)			
Alternatives 2&3	**BIO-2a**: Construction activities would not result in a substantial reduction or alteration of a state-, federally-, or locally-designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant impact to EFH; no impacts to other natural habitats, special aquatic sites, or plant communities NEPA: Less than significant impact to EFH; no impacts to other natural habitats, special aquatic sites, or plant communities	Mitigation not required Mitigation not required	CEQA: Less than significant impact to EFH; no impacts to other natural habitats, special aquatic sites, or plant communities NEPA: Less than significant impact to EFH; no impacts to other natural habitats, special aquatic sites, or plant communities
Alternatives 4 &5	**BIO-2a**: Construction activities would not result in a substantial reduction or alteration of a state-, federally-, or locally-designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than significant for EFH; no impacts for other natural habitats, special aquatic sites, or plant communities NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant for EFH; no impacts for other natural habitats, special aquatic sites, or plant communities NEPA: Not applicable
Proposed Project and Alternatives 2&3	**BIO-4c**: Operation of the proposed Project facilities in the West Basin has a low potential to result in the introduction of non-native species into the Harbor via ballast water or vessel hulls and thus could substantially disrupt local biological communities.	CEQA: Significant impact NEPA: Significant impact	No feasible mitigation is currently available No feasible mitigation is currently available	CEQA: Significant impact NEPA: Significant impact
Alternative 1	**BIO-4c**	CEQA: Significant impact NEPA: Not applicable	No feasible mitigation is currently available No feasible mitigation is currently available	CEQA: Significant impact NEPA: Not applicable
Alternatives 4&5	**BIO-4c**	CEQA: No impact NEPA: Not applicable	No feasible mitigation is currently available No feasible mitigation is currently available	CEQA: No impact NEPA: Not applicable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.3 Biological Resources (continued)			
Proposed Project	**BIO-5**: Filling 10 acres (4 ha) in the Northwest Slip would result in a permanent loss of marine habitat.	CEQA: Significant impact NEPA: Significant impact	**BIO-1** **BIO-1**	CEQA: No impact after mitigation. NEPA: No impact after mitigation.
Alternative 1	**BIO-5**: Operation of the new facilities would not substantially degrade ecological function	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 2 & 3	**BIO-5**: No permanent loss of marine habitat would occur.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact
Alternatives 4&5	**BIO-5**: No permanent loss of marine habitat would occur.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
	3.4 Cultural Resources			
Proposed Project and Alternatives 2&3	**CR-3**: Excavations for the proposed Harry Bridges Boulevard Buffer Area in the northwestern portion of the proposed Project site would potentially disturb paleontological resources of regional or statewide importance.	CEQA: Significant impact NEPA: No impact	**CR-2**: The Port shall inform construction contractors of the paleontological sensitivity within the northwestern portion of the proposed landscape area, and require a temporary cessation of work if a potential vertebrate fossil is found during ground disturbances. In such a case, excavation shall be temporarily suspended and redirected elsewhere. A qualified vertebrate paleontologist shall evaluate the significance of the fossil. If the fossil is determined to be a significant vertebrate specimen, the paleontologist shall systematically remove and stabilize the specimen for its preservation. The Port shall fund the curation of the significant vertebrate specimen in a qualified professional research facility, such as the Los Angeles County Natural History Museum. Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: No impact

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.4 Cultural Resources			
Alternative 1	**CR-3**: Excavations for the proposed Harry Bridges Buffer Area would not disturb potential paleontological resources of regional or statewide importance	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**CR-3**	CEQA: Significant impact NEPA: Not applicable	**CR-2** Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: Not applicable
	3.5 Geology			
Proposed Project and Alternatives 2&3	**GEO-1a**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to greater than normal risk during the construction period (through 2038).	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact	No mitigation measures are available to reduce below significance No mitigation measures are available to reduce below significance	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
Alternative 1	**GEO-1a**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, would not expose people and structures to substantial risk.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**GEO-1a**	CEQA: Significant and unavoidable impact NEPA: Not applicable	No mitigation measures are available to reduce below significance NEPA: no mitigation required	CEQA: Significant and unavoidable impact NEPA: Not applicable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.5 Geology (continued)			
Proposed Project and Alternatives 2, 3	**GEO-1b**: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to substantial risk during the operations period (through 2038).	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact	No mitigation measures are available to reduce below significance No mitigation measures are available to reduce below significance	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
Alternatives 1, 4&5	**GEO-1b**	CEQA: Significant and unavoidable impact NEPA: Not applicable	No mitigation measures are available to reduce below significance NEPA: no mitigation required	CEQA: Significant and unavoidable impact NEPA: Not applicable
Proposed Project and Alternatives 2, 3	**GEO-2a**: Construction within the Port area will expose people and structures to substantial risk involving tsunamis or seiches. Local or distant seismic activity and/or offshore landslides could result in the occurrence of tsunamis or seiches within the proposed Project area and vicinity.	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact	**GEO-1**: Emergency Response Planning **GEO-1**	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
Alternative 1	**GEO-2a**: Tsunamis and seiches would not expose people and structures to substantial risk.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
Alternatives 4&5	**GEO-2a**	CEQA: Significant and unavoidable impact NEPA: Not applicable	**GEO-1** Mitigation not required	CEQA: Significant and unavoidable impact NEPA: Not applicable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.5 Geology (continued)			
Proposed Project and Alternatives 2, 3	**GEO-2b**: Operations within the Port area will expose people and structures to substantial risk involving tsunamis or seiches. Local or distant seismic activity and/or offshore landslides could result in the occurrence of tsunamis or seiches within the proposed Project area and vicinity.	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact	**GEO-1** **GEO-1**	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
Alternative 1	**GEO-2b**	CEQA: Significant and unavoidable impact NEPA: Not applicable	No mitigation measures are applicable Mitigation not required	CEQA: Significant and unavoidable impact NEPA: Not applicable
Alternatives 4&5	**GEO-2b**	CEQA: Significant and unavoidable impact NEPA: Not applicable	**GEO-1** Mitigation not required	CEQA: Significant and unavoidable impact NEPA: Not applicable
	3.6 Groundwater and Soils			
Proposed Project and Alternative 2&3	**GW-1a**: Construction activities may encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction /operations personnel and/or long-term exposure to future site occupants.	CEQA: Significant impact NEPA: Significant impact	**GW-1**: Site Remediation **GW-2**: Contingency Plan **GW-2**	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 1	**GW-1a**: The No Project Alternative would not cause toxic substances or other contaminants associated with historical uses of the Port to be encountered, potentially resulting in exposure to construction/ operations personnel and/or long-term exposure to future site occupants	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable

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

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

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

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

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	3.10 Transportation/Circulation (continued)			
Alternative 2	**TRANS-1** (continued)	CEQA: Significant impact NEPA: Significant impact	**TRANS-1:** Traffic Management Plan Mitigation not required beyond normal construction practices as described for CEQA	CEQA: Less than significant impact after mitigation NEPA: Less than significant impact after mitigation
Alternatives 4&5	**TRANS-1**	CEQA: Significant impact NEPA: Not applicable	**TRANS-1** Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
Proposed Project and Alternative 2	**TRANS-2**: Long-term vehicular traffic associated with the proposed Project would significantly impact more than one study intersection's volume/capacity ratios, or level of service.	CEQA: Significant impact NEPA: Significant impact	Proposed Project **TRANS-2:** Additional lanes at Avalon Blvd. and Harry Bridges Blvd. **TRANS-3:** Additional lanes at Alameda and Anaheim Streets **TRANS-4:** Additional lanes at Fries Ave. and Harry Bridges Blvd. **TRANS-5:** Additional lanes at Broad Ave. and Harry Bridges Blvd. **TRANS-6:** Additional lanes at Figueroa St. and Harry Bridges Blvd. **TRANS-7:** Additional signals, lanes and re-striping at Figueroa / "C" St and I-110 Ramps Alternative 2: **TRANS-2** through **TRANS-5** **TRANS-2** through **TRANS-5**	CEQA: Less than significant impact after mitigation NEPA: Less than significant impact after mitigation
Alternatives 1& 5	**TRANS-2**	CEQA: Significant impact NEPA: Not applicable	Alternative 1: **TRANS-2**, **TRANS-3, TRANS-4** and **TRANS-5** Alternative 5: **TRANS-3** Mitigation not required	CEQA: Less than significant impact after mitigation NEPA: Not applicable

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

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

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

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

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	4.0 Cumulative Impacts			
Proposed Project	**Air Quality**: Proposed Project construction and operation, in conjunction with construction and operation of other related projects, would make a cumulatively considerable contribution to cumulatively significant impacts to air quality. Operation of the proposed Project would contribute to cumulative health risk impacts. **AQ-1** through **AQ-6,** and **AQ-8**	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable
Proposed Project	**Biology**: The potential of the proposed Project, along with other projects to substantially reduce or alter state-, federally-, or locally-designated natural habitats, special aquatic sites, or plant communities, including wetlands, is cumulatively considerable, but avoidable with mitigation (**BIO-2**).	CEQA: Cumulatively considerable impact for EFH, but avoidable with mitigation No impacts for other natural habitats, special aquatic sites, or plant communities NEPA: Cumulatively considerable impact for EFH, but avoidable with mitigation No impacts for other natural habitats, special aquatic sites, or plant communities	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than cumulatively considerable impact with mitigation for EFH NEPA: Less than cumulatively considerable impact with mitigation for EFH
	Biology: The potential of the proposed Project, along with other projects, to cause a cumulatively substantial disruption to local biological communities (e.g., from the introduction of noise, light, or invasive species) is cumulatively considerable and unavoidable (**BIO-4**).	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	4.0 Cumulative Impacts (continued)			
Proposed Project	**Biology**: The potential of the proposed Project along with other projects to result in a permanent loss of marine habitat (**BIO-5**) is cumulatively considerable but avoidable with mitigation.	CEQA: Cumulatively considerable but avoidable NEPA: Cumulatively considerable but avoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than significant impact with mitigation NEPA: Less than significant impact with mitigation
Proposed Project	**Cultural**: There is the potential for the proposed Project along with other related projects in upland areas to disturb, damage, or degrade listed, eligible, or otherwise unique or important archaeological or ethnographic resources(**CR-1**).	CEQA: Cumulatively considerable and unavoidable NEPA: No impact.	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation NEPA: No impact.
	Cultural: There is the potential for the proposed Project along with other related projects in upland areas to result in the permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance (**CR-3**).	CEQA: Cumulatively considerable, but no impact with mitigation NEPA: No impact.	No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: No impact with mitigation. NEPA: No impact.
Proposed Project	**Geology**: The proposed Project, in conjunction with other related projects, would result in cumulatively significant and unavoidable seismic-related (**GEO-1**), and tsunami- or seiche-related (**GEO-2**) impacts at the proposed Project site.	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation NEPA: Cumulatively considerable and unavoidable with mitigation

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

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

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	4.0 Cumulative Impacts (continued)			
Proposed Project	**Land Use**: The proposed Project, along with other cumulative projects, has the potential to disrupt, divide, or isolate existing neighborhoods, communities, or land uses (**LU-3**).	CEQA: Less than cumulatively considerable with mitigation NEPA: Less than cumulatively considerable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than cumulatively considerable with mitigation. NEPA: Less than cumulatively considerable with mitigation.
Proposed Project	**Noise**: Short term proposed Project-generated construction noise (**NOI-1**), combined with other construction projects would result in significant cumulative impacts, as temporary noise barriers (**Mitigation Measure NOI-1**) may not be sufficient to reduce the projected increase in the ambient noise level to less than significant levels.	CEQA: Cumulatively considerable, but avoidable with mitigation NEPA: Cumulatively considerable, but avoidable with mitigation	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Less than cumulatively considerable with mitigation NEPA: Less than cumulatively considerable with mitigation
Proposed Project	**Ground Transportation**: Long-term operation of the proposed Project, in combination with other projects (and in particular the other West Basin Terminal projects) and other sources of local and regional growth, has the potential to result in a short-term, temporary increase in construction truck and auto traffic. (**TRANS-1**).	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation NEPA: Cumulatively considerable and unavoidable with mitigation
	Ground Transportation: The potential of the proposed Project, along with other cumulative projects, to significantly impact volume/capacity ratios, or level of service, at intersections within the cumulative transportation area of analysis is cumulatively considerable, but avoidable with mitigation (**TRANS-2**).	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	CEQA: Cumulatively considerable and unavoidable with mitigation NEPA: Cumulatively considerable and unavoidable with mitigation

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	4.0 Cumulative Impacts (continued)			
Proposed Project	**Ground Transportation**: The proposed Project along with other cumulative projects has the potential to cause an increase in rail activity, causing delay in traffic (**TRANS-5**).	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable	No mitigation is available to reduce below significance, No mitigation is available to reduce below significance,	CEQA: Cumulatively considerable and unavoidable NEPA: Cumulatively considerable and unavoidable
Proposed Project	**Utilities and Public Services**: The proposed Project would make a cumulatively considerable contribution to cumulatively significant impacts on demand for public services, specifically water supply and solid waste disposal (**PS-4**).	CEQA: Cumulatively considerable; impacts on solid waste disposal are avoidable with mitigation, while impacts on water supply are unavoidable with mitigation. NEPA: Cumulatively considerable; impacts on solid waste disposal are avoidable with mitigation, while impacts on water supply are unavoidable with mitigation.	No mitigation beyond the proposed Project mitigation described above is proposed. for impacts on solid waste disposal. No mitigation is available for impacts on water supply. No mitigation beyond the proposed Project mitigation described above is proposed for impacts on solid waste disposal. No mitigation is available for impacts on water supply.	CEQA: Impacts on solid waste disposal less than cumulatively considerable with mitigation. Impacts on water supply cumulatively considerable and unavoidable. NEPA: Impacts on solid waste disposal less than cumulatively considerable with mitigation. Impacts on water supply cumulatively considerable and unavoidable.
Proposed Project	**Water Quality, Sediments, and Oceanography**: The proposed Project along with other cumulative projects has the potential to create pollution, cause nuisances, or violate applicable standards related to marine water and sediment quality. The proposed Project would make a cumulatively considerable contribution to cumulatively significant water quality impacts from stormwater runoff and the potential for accidental spills and/or illegal vessel discharges within the harbor (**WQ-1**).	CEQA: Cumulatively considerable contribution to impacts from stormwater runoff is avoidable with mitigation, while impacts from potential spills or illegal vessel discharges are unavoidable with mitigation. NEPA: Cumulatively considerable contribution to impacts from stormwater runoff is avoidable with mitigation, while impacts from potential spills or illegal vessel discharges are unavoidable with mitigation.	No mitigation beyond the proposed Project mitigation described above is proposed No mitigation beyond the proposed Project mitigation described above is proposed	CEQA: Impact from potential spills or illegal vessel discharges is cumulatively considerable and unavoidable with mitigation NEPA: Impact from potential spills or illegal vessel discharges is cumulatively considerable and unavoidable with mitigation

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	5.0 Environmental Justice			
Proposed Project	**Air Quality (AQ-2):** Proposed Project construction would result in off-site ambient concentrations of criteria air pollutants (1-hr NO_2 and 24-hr PM_{10}/$PM_{2.5}$); concentrations would be higher in areas in proximity to the proposed Project.	Disproportionately high and adverse effect on minority and low-income populations.	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations.
	AQ-4: Proposed Project operations would result in offsite exceedances of SCAQMD thresholds for criteria air pollutants (1-hr average and annual average concentrations of NO_2, and 24-hr average PM_{10} and $PM_{2.5}$); concentrations would be higher in areas in proximity to the proposed Project.	Disproportionately high and adverse effect on minority and low-income populations.	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionately high and adverse effect on minority and low-income populations.
	AQ-5: The proposed Project would create less than significant odor impacts under CEQA and NEPA, but would make a cumulatively considerable contribution to cumulative odor impacts.	Disproportionately high and adverse effects on minority and low-income populations.	No mitigation measures are applicable	Disproportionately high and adverse effect on minority and low-income populations.
	AQ-6: Increases in toxic emissions from operations of the proposed Project would result in significant cancer risk impacts. The affected area (with mitigations) is about 89 percent minority and 46 percent low-income. The proposed Project would also have significant effects on acute non-cancer risks and would make a cumulatively considerable contribution to chronic non-cancer risks.	Disproportionately high and adverse effects 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.

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

Alternative	*Environmental Impacts*[§]	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	5.0 Environmental Justice (continued)			
Proposed Project	**Cultural Resources (CR-1)**: The proposed Project could result in the loss of unknown ethnographic resources in the Harry Bridges Buffer Area due to excavation. The loss of ethnographic cultural resources is of particular concern to Native American populations.	Disproportionate impact to minority populations.	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionate impact to minority populations.
Proposed Project	**Noise (NOI-1)**: The proposed Project would produce significant unavoidable construction noise impacts from construction of the Harry Bridges Buffer Area and the relocated Pier A rail yard.	Disproportionate impact to minority and low income populations from construction of the Harry Bridges Buffer Area. Disproportionate impact to minority populations from relocation of the Pier A rail yard.	No mitigation beyond the proposed Project mitigation described above is proposed. No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionate impact to minority and low income populations. Disproportionate impact to minority populations.
Proposed Project	**Transportation/Circulation (TRANS-1)**: The proposed Project would create temporary construction-phase increases in truck and automobile traffic, which constitute a significant impact at one intersection (Figueroa Street/C-Street/I-110 Ramp) and a cumulatively considerable contribution at four intersections (Alameda Street/Anaheim Street, Harbor Boulevard/SR-47 Westbound On-Ramp, Broad Avenue/Harry Bridges Boulevard, and Navy Way/Seaside Avenue).	Disproportionate impact to minority and low-income populations.	No mitigation beyond the proposed Project mitigation described above is proposed.	Disproportionate impact.

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

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

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

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

ES.5.2.1 Unavoidable Significant Impacts

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

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

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

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

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

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

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

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

Table ES-3 identifies the significant impacts that can be mitigated, avoided or substantially lessened. This Draft EIS/EIR has determined that implementation of the proposed Project or one or more of the alternatives would result in significant impacts that can be mitigated to less than significance on:

- Cultural Resources.

Under CEQA, placement of fill in the Northwest Slip for implementation of the proposed Project would cause a permanent loss of aquatic habitat, a significant impact on Biological Resources that would be mitigated to a less than significant level by the application of existing habitat mitigation credits (see Section 3.3). None of the other alternatives include fill, and thus do not require mitigation of impacts on biological resources. All of the alternatives except the No Project Alternative have the potential to disturb paleontological resources during construction of the Harry Bridges Buffer Area, but that impact would be mitigated to less than significant (see section 3.4). All of the alternatives except the No Project and the Omni Terminal would have significant impacts on Ground Transportation at certain intersections in the study area due to the increased amount of truck traffic generated by container terminal operations. Those impacts would be mitigated to less than significant by modifications to those intersections. The No Project Alternative would have significant impacts (see above) that could not be mitigated because no intersection improvements could be implemented, and the Omni Terminal would have less than significant impacts because of its much lower activity levels compared to the other alternatives.

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

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

ES.5.2.3 Summary of Less than Significant Impacts

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

- Aesthetics and Visual Resources
- Groundwater and Soils

- Hazards and Hazardous Materials
- Marine Vessel Transportation
- Utilities and Public Services
- Water Quality/Sediments/Oceanography.

ES.5.2.4 Cumulative Impacts

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

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

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

- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Geology
- Hazards
- Noise
- Transportation/Circulation
- Utilities/Public Services
- Water Quality/Sediments/Oceanography.

Cumulative impact evaluations for each resource are included in Chapter 4 of this Draft EIS/EIR.

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 5) and summarized in Table ES-3. The proposed Project and all of the alternatives except the No Project Alternative would result in disproportionate effects on minority and low-income populations as a result of significant unavoidable construction noise

impacts as well as disproportionate effects on minority populations as a result of a cumulatively considerable and unavoidable contribution to potential impacts on unknown ethnographic resources. The proposed Project and all of the alternatives would have a disproportionate effect on minority and low-income populations as a result of the cumulative contribution of operational activities to the existing significant health risk from air toxics. The proposed Project would have a disproportionate effect on minority and low-income populations as a result of its cumulative contribution to transportation system impacts in the construction phase. Other potentially significant impacts of the proposed Project and the alternatives would either be reduced to less than significant or less than cumulatively considerable through implementation of mitigation measures or would not have disproportionate effects on minority and low-income populations.

ES.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 substantial economic or population growth, remove obstacles to population growth, or necessitate the construction of new community facilities that would lead to additional growth in the surrounding area. In addition, because none of the alternatives, including the proposed Project, includes the development of new housing or population-generating uses, they would not trigger or cause substantial new residential development in the proposed Project area.

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

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

ES.5.2.7 Significant Irreversible Changes to the Environment

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

Resources that are committed irreversibly and irretrievably are those that would be used by a project on a long-term or permanent basis. Resources irreversibly committed to the proposed Project include the 10 acres of water area that would be filled; the materials necessary to construct the 1105 feet of additional wharf, (e.g., fossil fuels, capital, rock, concrete, gravel, and soils); and the fossil fuels necessary to operate the project.

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

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

ES.5.3 Environmentally Preferred and Environmentally Superior Alternative

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

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

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

ES.6 Public Comment

ES.6.1 Issues Raised

The USACE and the LAHD issued an NOI and NOP, and CEQA Initial Study and Environmental Assessment Checklist for the Berths 136-147 Container Terminal Improvement Project EIS/EIR on October 27, 2003 and October 19, 2003, respectively. The two agencies held a joint public hearing/scoping meeting on November 5, 2003 at the Wilmington Recreation Center in Wilmington. Approximately 60 people attended the public scoping meeting and 17 people commented on the proposed Project. A 45-day review and comment period started on October 21, 2003 and ended on December 10, 2003. Approximately 450 written comments were received from agencies, organizations, and individuals. An NOI/NOP Written Comments for EIS/EIR Summary Report was prepared for the USACE and the LAHD (Essentia 2004). The scope of analysis and technical work conducted as part of preparing this Draft EIS/EIR were developed to address the comments received from public agencies and the public.

Written and oral comments have been grouped into common topics and are summarized below by the topic raised. Table ES-4 summarizes the comments made by individuals and where those comments are addressed in the EIS/EIR. The majority of the comments received during the original scoping effort focused on the following topics:

- The environmental review/permitting process (addressed in Chapter 1).
- Project purpose and need (addressed in Chapter 1).
- Project description including homeland defense/security and 24-hour operation of gates (addressed in Section 3.7).
- Consideration of a reasonable range of alternatives including not realigning Harry Bridges Boulevard and using the land between "C" Street and Harry Bridges Boulevard for recreation or other community uses and constructing a deck or overpass with community uses over Harry Bridges Boulevard (addressed in Chapter 2).
- Related projects and associated potential for cumulative effects (addressed in Section 3.0, all resource sections of Chapter 3, and Chapter 4).
- Impacts of the Project on air quality, the "no net increase" policy, the health risk associated with diesel emissions, and appropriate mitigation measures (addressed in Section 3.2).
- Impacts on the Project from earthquake faults (addressed in Section 3.5).
- Impacts of the Project on water quality (addressed in Section 3.13).
- Impacts of the Project on biological resources (addressed in Section 3.3).
- Impacts of the Project on transportation/circulation (trucks and rail), including trucks parking on community and residential roads (addressed in Section 3.10).

- Impacts of the Project on land use, planning, and blight (addressed in Section 3.8 and Chapter 7).
- Impacts of the Project on recreation (addressed in Section 3.8 and 3.12).
- Impacts of the Project on ambient noise levels (addressed in Section 3.9).
- Impacts of the Project on police and fire services, particularly the effects of increased traffic on response times (addressed in Section 3.12).
- Impacts of the Project on energy consumption (addressed in Section 3.12).
- Impacts of the Project on Kinder Morgan's high pressure refined petroleum product pipelines (addressed in Sections 3.12).
- Impacts of the Project on aesthetics, including light and glare impacts, and cumulative effects on views of the Vincent Thomas Bridge (addressed in Section 3.1).
- Need for the USACE 404 Alternatives Analysis to consider operational as well as construction impacts. (The draft USACE Alternatives Analysis is included in Appendix H.)
- Consideration of mitigation measures to resolve significant impacts (addressed in all resource sections of Chapter 3).
- Consideration of the Environmental Justice effects including community blight on the adjacent Wilmington Community (addressed in Section 3.8, and Chapters 5 and 7).

In addition to the NOI, NOP, and CEQA checklist, the USACE and the LAHD issued a Special Public Notice on March 7, 2006. The special notice provided notification to the public of changes to the proposed Project and established a 30-day public comment period for responses to changes. A public meeting was held on April 26, 2006 to receive additional public comments. The comment period for response to changes to the Project ended on April 7, 2006. Table ES-4 summarizes the comments made by individuals and where those comments are addressed in the EIS/EIR.

ES.6.2 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. This section discusses the major issues to be resolved regarding the proposed Project.

The proposed Project impact analysis determined that the implementation of identified mitigation measures would not reduce peak daily construction emissions of VOC, NO_x, or SO_x to below their respective SCAQMD significance thresholds. No feasible mitigation measures are available that would further reduce these significance impacts. Therefore, these air quality impacts would remain significant, adverse, and unavoidable.

The proposed Project impact analysis also determined that the implementation of identified mitigation measures would not reduce peak daily operational emissions of VOC, CO, NO_x, or SO_x to below their respective SCAQMD significance thresholds

during some or all of the future proposed Project years. Additionally, implementation of these measures would be unable to mitigate significant residential cancer risks. No feasible mitigation measures are available that would further reduce these significance impacts. Therefore, these air quality impacts would remain significant, adverse, and unavoidable.

ES.6.3 Responses to NOI/NOP

Table ES-4 identifies the person who commented, what their comment is, how it is addressed, and where to find the more complete response in the EIS/EIR.

ES.6.4 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.

PCAC members commented on the proposed Project and the Draft EIS/EIR during the NOI/NOP period and the subsequent Special Public Notice. Their comments are included with other members of the public in Table ES-4. In addition, Port staff met with the PCAC EIR subcommittee on April 16, 2007 to discuss the project including likely project effects and mitigation being proposed.

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE NOI/NOP		
Noel Park, San Pedro and Peninsula Homeowner's Coalition	Concerns include health effects related to diesel exhaust, traffic conditions, visual resources affected by cranes and light & glare, impacts to community of Wilmington, and cumulative projects.	3.1 Aesthetics 3.2 Air Quality 3.8 Land Use 3.10 Traffic 4.0 Cumulative Analysis 5.0 Environmental Justice
Ken Melendez	Concerns are similar to Noel Park's. In addition, Wilmington does not appear to be gaining its share of recreational opportunities from Port projects.	3.1 Aesthetics 3.2 Air Quality 3.8 Land Use 3.10 Traffic 4.0 Cumulative Analysis 5.0 Environmental Justice
Julie Masters, Natural Resources Defense Council; Coalition for Clean Air	Similar concerns as Noel Park and Ken Melendez. Would like to suggest that project should implement same mitigation measures adopted as the Port of Los Angeles China Shipping Settlement.	3.1 Aesthetics 3.2 Air Quality 3.8 Land Use 3.10 Traffic 4.0 Cumulative Analysis 5.0 Environmental Justice
Jesse Marquez, Wilmington Coalition for a Safe Environment.	From letter dated July 16, 2002. Issues include conflict of interest (POLA and USACOE), adequacy of EIS/EIRs, negative impacts to Wilmington community, need for air, health and mortality studies, mitigation plan, financial compensation for health problems, limitations of MATES II study, public disclosure of hazardous chemicals, increased public outreach, and consideration of Wilmington Mitigation Plan (submitted by Wilmington Coalition).	Executive Summary 1.0 Introduction 3.0 Environmental Analysis 3.2 Air Quality 3.7 Hazards and Hazardous Materials 5.0 Environmental Justice
Kathleen Woodfield for PCAC Wilmington Waterfront Subcommittee	Concerns include aesthetics (cranes), noise, water quality (dredge materials disposal), cumulative impacts to transportation (infrastructure cannot support number of Port projects), impacts to Wilmington and San Pedro communities, and impacts related to diesel exhaust.	3.1 Aesthetics 3.2 Air Quality 3.9 Noise 3.10 Traffic 3.13 Water Quality, Sediments, and Oceanography 5.0 Environmental Justice
Raul Orozco, Wilmington resident	Concerned with issues of air quality, traffic, open space/recreation, environmental justice, and cumulative analysis.	3.2 Air Quality 3.8 Land Use 3.10 Traffic 5.0 Environmental Justice 4.0 Cumulative Analysis

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE NOI/NOP (CONTINUED)		
Skip Baldin, Wilmington Citizens Committee	Agrees with former speakers that Wilmington would be heavily impacted by project-related noise, air pollution, and other cumulative effects.	3.2 Air Quality 3.9 Noise 4.0 Cumulative 5.0 Environmental Justice
Rudy Torres, Wilmington resident	Port-related truck traffic is a major problem in the Wilmington community.	3.10 Traffic 5.0 Environmental Justice
Frank O'Brien, member of Port Community Advisory Committee	Would like to suggest that alternatives be evaluated using Port template. Cumulative analysis should include totality of past projects not just currently contemplated projects.	4.0 Cumulative Analysis 6.0 Comparison of Alternatives
Bill Schwab	Community character, truck gridlock, and air quality in Wilmington are all of concern.	3.2 Air Quality 3.8 Land Use 3.10 Traffic 7.0 Socioeconomics and Environmental Quality
Eddie Greenwood, a Wilmington Neighborhood Council Labor Representative	Concerns include risk, health assessment, emergency access, Homeland Security, and encroachment upon the Wilmington Community.	3.2 Air Quality 3.7 Hazards and Hazardous Materials 5.0 Environmental Justice
Donna Ethington, Chair of the Wilmington Waterfront Development Subcommittee	Truck and rail transportation is an issue. Existing marina tenants will be impacted by Port expansion. During operational phase of project how will emergency vehicles get in and out if there is a hazardous spill or health-related emergency?	3.7 Hazards and Hazardous Materials 3.8 Land Use 3.10 Traffic
Gary Kern, Wilmington Jaycee Foundation	Please use SMWMs (consultants) reports, alternatives and findings as part of record for NOP.	1.0 Introduction
Robert McKoy, Wilmington Waterfront Advisory Committee, President	More comprehensive, long-term planning is in order to address Port projects impacts, not just TraPac terminal expansion.	1.0 Introduction 3.0 Environmental Analysis 4.0 Cumulative 8.0 Growth-Inducing Impacts
Ernest Nevarez, resident	Will hazardous waste shipping increase?	3.7 Hazards and Hazardous Materials
Victor Macias, representing the Southwestern Union's Local 8.	The youth of the community need a place to play sports and other recreational activities.	3.8 Land Use 5.0 Environmental Justice

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE NOI/NOP (CONTINUED)		
Janet Gunter, on behalf of San Pedro Homeowner's United	The issue of blight has not been adequately addressed.	4.0 Cumulative 7.0 Socioeconomics and Environmental Quality
Victor Eurquiza, Southwestern Union Soccer League	We need parks and well-lighted facilities for kids to play in this community (e.g. soccer).	3.8 Land Use 5.0 Environmental Justice
James Preston Allen	On-site mitigation should include greenbelts around terminals, tidal marsh restoration at Piers 116 - 118, reduction of sheet water run-off.	3.1 Aesthetics 3.3 Biological Resources 3.8 Land Use 3.13 Water Quality, Sediments, and Oceanography
Augustin Eichwald	Against expansion.	Comment noted
Rodger Paige	Will regulatory agencies, such as AQMD, EPA, and ARB, be involved and make their reports available to the public?	Executive Summary 1.0 Introduction 3.0 Environmental Analysis
Richard Havenick, PCAC	Request quantification of specific impacts (e.g. truck/rail trips and expected container quantities) and specific improvements planned as mitigation to reduce air quality and ground transportation impacts to community.	3.2 Air Quality 3.10 Traffic
	Other specific areas of concern include disruption/division of community, decline of property values, geologic hazards, emergency access, parking, threats to migratory and non-migratory fowl, general hazards, new utility systems, aesthetic impacts to views (cranes), blight, effects on recreation, and preservation of local ethnic heritage.	3.1 Aesthetics 3.3 Biological Resources 3.4 Cultural Resources 3.5 Geology 3.7 Hazards and Hazardous Materials 3.8 Land Use 3.10 Traffic 3.12 Utilities and Public Services 5.0 Environmental Justice 7.0 Socioeconomics and Environmental Quality
Islay Howat	Primary concern is "visual pollution". What can be done to beautify the Port boundary?	3.1 Aesthetics 3.8 Land Use
Ben James	No additional work should be done until environmental documents are completed and reviewed by authorities other than the Port Authority and COE.	Executive Summary 1.0 Introduction 3.0 Environmental Analysis

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE NOI/NOP (CONTINUED)		
Linda Sakamaki Smith	Issues include quality of life and air quality. Specific concern with air quality is linkage between birth defects and exposure of mothers to poor air quality.	3.2 Air Quality 5.0 Environmental Justice 7.0 Socioeconomics and Environmental Quality
William L. Waterhouse, Assistant City Attorney	Recommend that terminal expansion be included in a subsequent EIR for West Basin Transportation Improvements Program (WBTIP).	4.0 Cumulative
Bonnie Christensen	Against performing EIRs after the fact of contract awards. This action is counter to the proper order of CEQA laws.	Comment noted.
Stanley R. Bluhm, Coastwalk	Consideration of California Coastal Trail (CCT) should be included in the EIS/EIR to address impacts to recreation, traffic, and aesthetics.	3.1 Aesthetics 3.8 Land Use 3.10 Traffic
Stephen Buswell, Department of Transportation (DOT), District 7	A traffic study needs to be completed to evaluate the project's overall impact on the State transportation system (SR 47, SR 103, I-710, I-110). Appropriate transportation permits should be obtained including, encroachment permits for right-of-way work, and transportation permit from Caltrans for over-size and over-weight trucks. Mitigation measures should be developed to include assessment fees and limitations on peak hour trips on State system.	3.10 Traffic
Vitaly Troyon, Engineer, City of Los Angeles, Department of Public Works	Neptune Avenue run-off from new grade separation structure should be directed to storm drain system. Sanitary sewer lines should comply with existing Public Works standards for adequate drainage. Access to San Pedro Pump Plant #691 shall be maintained. May also need to consider vacation proceedings for Front Street and re-aligned Front Street for 18 inch and 42 inch diameter sanitary sewer pipes.	3.12 Utilities and Public Services 3.13 Water Quality, Sediments, and Oceanography
Kimberly Foley, President of Peninsula Dog Parks	Please consider turning the proposed off-leash dog park at Knob Hill into a permanent off-leash park by collaborating with our organization.	3.8 Land Use
Robert Takasaki, Sr. Transportation Engineer, DOT	A traffic impact study should be performed to calculate existing conditions at 14 study locations; assess transit impacts and access/parking impacts in order to address community concerns.	3.10 Traffic

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE NOI/NOP (CONTINUED)		
M.T. Heller, Tosco Refining Co.	The Port should consider modification/remediation of Berths 150 and 151 in the project description, potential erosion during construction and remediation, ground water impacts.	2.0 Project Description 3.13 Water Quality, Sediments, and Oceanography
Richard Jenkins, PCAC	Please re-consider the following issues indicated as Less than Significant Impacts to be considered Potentially Significant Impacts: Land Use and Planning, Geology, Water, Air Quality, Population and Housing, Transportation/Circulation, Energy and Mineral Resources, Biological Resources, Public Services, Utilities, Aesthetics, and Cultural Resources. Also consider 90 day comment period extension.	Comments noted. Executive Summary 3.1 Aesthetics 3.2 Air Quality 3.3 Biological Resources 3.4 Cultural Resources 3.5 Geology 3.8 Land Use 3.10 Traffic 3.12 Utilities and Public Services 3.13 Water Quality, Sediments, and Oceanography 7.0 Socioeconomics and Environmental Quality
Jeffrey M. Smith, Southern California Association of Governments (SCAG).	SCAG determined that the Project is not regionally significant per SCAG Intergovernmental Review Criteria and CEQA Guidelines, therefore not warranting further comment.	Comments noted.
From "Concerned Wilmington Residents", "Harbor Residents Against Port Expansion" and "Los Angeles Area Residents Against Port Expansion" form letters	Diesel trucks, ships and operating equipment at the Port are causing major negative environmental impacts to Wilmington. Complete and accurate environmental documents (EIS/EIR/SEIRs) should be prepared with thorough independent review by USACE. Studies should include truck traffic, air quality, land, ocean water, and health studies.	Comments noted. Executive Summary 1.0 Introduction 3.0 Environmental Analysis 3.2 Air Quality 3.8 Land Use 3.10 Traffic 3.11 Marine Transportation 3.13 Water Quality, Sediments, and Oceanography
Deborah and Blaine Beron-Rawdon	New operational concepts should be considered that would increase capacity of the Port without the associated negative environmental effects.	Comments noted. 6.0 Comparison of Alternatives

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE NOI/NOP (CONTINUED)		
Stanley D. Mosler, DBA CPA	Opposing piecemeal manner in which project is pursued. "Dual tracking" is a short-cut as there is no basis for determining environmental effects after commencement of construction rather than prior to.	1.0 Introduction 2.0 Project Description 3.0 Environmental Analysis 4.0 Cumulative Analysis
John Winkler, Longshoreman	Diesel emissions should be addressed in order for the Port to grow and expand.	Comments noted. 3.2 Air Quality
Isaac Kos-Read	Security (prime target for terrorist threats), traffic, economic and environmental/health effects of diesel emissions all should be considered before authorizing further expansion.	Comments noted. 3.2 Air Quality 3.7 Hazards and Hazardous Materials 3.10 Traffic 7.0 Socioeconomics and Environmental Quality
John G. Miller, member of PCAC and PCAC Environmental Sub-Committee	Primary concern is with methodology and presentation of data for air quality and health risk. Also would like for communications between consultant, project proponent, agencies and PCAC to be more open.	Comments noted. Executive Summary 1.0 Introduction 3.0 Environmental Analysis 3.2 Air Quality
Mona and Robert Reddick	We oppose this development until substantial and concurrent mitigation measures can be provided to address increase in visual, air, and water pollution.	Comments noted. 3.1 Aesthetics 3.2 Air Quality 3.13 Water Quality, Sediments, and Oceanography
Jolene James	Opposed to any expansion as residents already suffer health and safety problems from Port presence.	Comments noted. 3.2 Air Quality 3.7 Hazards and Hazardous Materials
Carol and Alex Miller	There should be a new and independent environmental impact evaluation that better safeguards the San Pedro community from poor air quality associated with the Port's proximity.	Comments noted. 3.2 Air Quality 5.0 Environmental Justice
Norton B. James, Colonel, USAF (retired)	No expansion should be considered until appropriate, independent EIS/EIRs are completed and evaluated.	Comments noted. Executive Summary 1.0 Introduction 3.0 Environmental Analysis

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE NOI/NOP (CONTINUED)		
Bruce Biesman-Simons, AIA	In addition to air quality, light pollution, traffic, water quality, and health risk, storage and handling of hazardous materials should be studied.	Comments noted. 3.1 Aesthetics 3.2 Air Quality 3.7 Hazards and Hazardous Materials 3.10 Traffic 3.13 Water Quality, Sediments, and Oceanography
Joyce Hall	A public survey should be conducted to assess cancer risk.	Comments noted. 3.2 Air Quality
Susan Worden, U.S. Coast Guard (USCG), District 11	Would like copy of DEIS	Request noted.
Tom Politeo	Would like to call attention to MATES II study sections pertaining to cancer risk by region. Would also like items A - J of attachment addressed.	3.2 Air Quality All resource sections (Items A - J)
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE		
John G. Miller, M.D., FACEP, Chair, Port of Los Angeles Community Advisory Committee, EIR Subcommittee	Special Public Notice issued March 7, 2006 should have been presented as a revision of the earlier NOP. Should be subject to all requirements of these notices including a scoping meeting. Loss of 10 acres of US waters, creation of 10 acres of new backland, and relocation of the Pier A rail yard closer to the Community of Wilmington all may cause significant impacts. Baseline should be re-evaluated to be conditions as they exist today since baseline is considered to be conditions in place at the time of NOP issuance.	Comments noted. Executive Summary 1.0 Introduction 2.0 Project Description 3.0 Environmental Analysis (all resources) 3.3 Biological Resources Concur. Existing conditions for this document has been established for the NOP issuance. 3.0 Environmental Analysis

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE (CONTINUED)		
John G. Miller (continued)	Areas of concern include Aesthetics, Air Quality, Biological Resources, Hazards, Water Quality, Traffic, Energy, Land Use, Noise, Population and Housing, Environmental Justice, Blight, Cumulative Impacts, Growth Inducement, Mitigation, and Alternatives	3.1 Aesthetics 3.2 Air Quality 3.3 Biological Resources 3.7 Hazards and Hazardous Materials 3.9 Noise 3.10 Traffic 3.13 Water Quality, Sediments, and Oceanography 4.0 Cumulative Analysis 5.0 Environmental Justice 6.0 Comparison of Alternatives 7.0 Socioeconomics and Environmental Quality 8.0 Growth Inducing Impacts
Adrian Martinez, Project Attorney, Natural Resources Defense Council. Thomas Plenys, Research and Policy Manager, Council for Clean Air. Yuki Kidokoro, Southern California Program Director, Communities for a Better Environment.	Consider alternatives to the Project and cumulative nature of Port projects.	Comments noted. 1.0 Introduction 2.0 Project Description 3.0 Environmental Analysis 4.0 Cumulative Analysis
	TraPac has a history, based on a Public Records Act request, that indicates a reliance on exceptions with the result being gradual expansion with a lack of CEQA review. Port should be more aware that it appears to be segmenting projects in violation of CEQA and NEPA.	Comments noted. 1.0 Introduction 3.0 Environmental Analysis
	Impacts from prior exempted expansion should be analyzed in this EIS/EIR.	1.0 Introduction 2.0 Project Description
	Other comments for record: 1. Redefine the Purpose of the Project: Purpose of the project is stated as optimizing container handling efficiency but is really an expansion of capacity. No efficiency measures are included.	1.0 Introduction 2.0 Project Description
	2. All phases of the project should be evaluated.	1.0 Introduction 3.0 Environmental Analysis

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE (CONTINUED)		
Adrian Martinez, Thomas Plenys, Yuki Kidokoro (continued)	3. Including berths 148 and 149 in expansion could have numerous impacts over and above the original project. The EIS/EIR should include a rationale for this increase in expansion so close to the release of the document. As well, emissions-related impacts from the original project should be included for comparison with this new project proposal.	3.2 Air Quality
	4. SNOP states that the reduction in feet Harry Bridges Boulevard would be relocated would reduce impacts to air quality, health risk, noise, and aesthetics. The increase in acreage and berths will increase impacts to community most likely. The 25-acre landscaped area will not be able to mitigate many impacts. If the truck throughway removed from this project description becomes part of a new project then the Port will be in violation of CEQA and NEPA.	Comments noted. 3.1 Aesthetics/Visual Resources 3.2 Air Quality 3.9 Noise
	5. Address aesthetic impacts.	3.1 Aesthetics/Visual Resources
	6. Include a sufficient cumulative impacts analysis.	4.0 Cumulative Analysis
	7. Analyze and mitigate the impacts from construction.	3.2 Air Quality
	8. Army Corps should independently assess the impacts of expansion rather than relying on the EIR analysis of the Port.	The USACE is jointly preparing this EIS/EIR and will make independent decisions regarding its contents and public comments.
	9. The EIS/EIR should contain analysis of and mitigation measures for impacts to water quality, marine biology, and population and housing.	3.13 Water Quality, Sediments, and Oceanography 7.0 Socioeconomics
	10. If approved, mitigation measures should include but not be limited to those contained in the No Net Increase plan.	3.2 Air Quality
	11. Health risk assessment (HRA) should be included in the EIS/EIR.	3.2 Air Quality
	12. Atmospheric deposition of diesel-related pollutants should be considered when evaluating water quality impacts.	3.13 Water Quality, Sediments, and Oceanography
	13. Environmental justice impacts must be considered in the EIS/EIR.	5.0 Environmental Justice
	14. Supplemental Public Notice (SNOP) should have resulted in a hearing being held.	Executive Summary

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE (CONTINUED)		
Steve Smith, Ph.D., Program Supervisor, CEQA Section, SCAQMD	SCAQMD recommends that the Lead Agency use the 1993 CEQA Air Quality Handbook or alternatively use the California Air Resources Board approved URBEMIS 2002 Model as guidance in preparation of their document.	3.2 Air Quality
	EIR should identify any potential adverse air quality impacts (construction and operations).	3.2 Air Quality
	Construction-related impacts should include emissions from heavy-duty equipment for grading, earth loading/unloading, paving, architectural coatings, off-road mobile sources and on-road mobile sources by equipment and workers.	3.2 Air Quality
	Operation-related impacts should include emissions from stationary sources (e.g. boilers), area sources (e.g. solvents) and vehicle trips (e.g. on and off-road tailpipe emissions and entrained dust).	3.2 Air Quality
	Consider impacts from indirect sources that generate vehicle trips.	3.2 Air Quality
	Air quality analysis should include a localized significance analysis by using localized significance thresholds (LSTs) developed by SCAQMD.	3.2 Air Quality
	Recommend that projects generating vehicle trips, especially from diesel-fueled vehicles perform a mobile source health risk assessment. Include analysis of toxic air contaminant impacts from de-commissioning air pollutant generating equipment.	3.2 Air Quality
	CEQA requires that feasible mitigation measures be developed beyond what is required by law.	3.2 Air Quality
Brian Wallace, Associate Regional Planner, Intergovernmental Review, Southern California Association of Governments (SCAG)	SCAG determined that the Project is not regionally significant per SCAG Intergovernmental Review Criteria and CEQA Guidelines, therefore not warranting further comment.	Comments noted.
	A description of the project was published in SCAG's March 1-15, 2006 Intergovernmental Review Clearinghouse Report for public review and comment.	Comment noted

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE (CONTINUED)		
Jesse N. Marquez, Coalition for a Safe Environment, also on behalf of San Pedro & Peninsula Homeowners Coalition, Wilmington Citizens Committee, Wilmington Property Owners Association, Natural Resources Defense Council, Communities for a Better Environment, Coalition for Clean Air, Sierra Club-Harbor Vision Task Force	Request a Public Hearing/Scoping meeting be held to discuss the Supplemental NOI/NOP. Request an extension of the Public Comment Period for another 30 days after the Public Hearing/Scoping meeting.	Another public hearing occurred on April 26, 2006. Comments noted.
Noel Park, President, San Pedro and Peninsula Homeowner's Coalition	Concur with comments made by Natural Resources Defense Council and Port of Los Angeles Community Advisory Committee in response to this Special Notice. Agree with NRDC and PCAC requests for a public hearing to address substantial changes to this project. The Health Risk Assessment (HRA) should address overall health risk for the entire Port rather than the incremental approach. Other health impacts should be addressed. The HRA should be a joint project with SCAQMD as a collaborative effort with USC-Keck and UCLA Schools of Medicine. Concerned with the proposed rail yard as a source of toxic diesel air pollution. The rail yard proposed must employ Best Available Control Technology (BACT) in its operations and include electrification of "line-haul" locomotives and/or employment of other clean technology. BACT must be used in operations of the terminal and off-sets provided elsewhere to achieve "No Net Increase" in emissions.	Comments noted. Another public hearing occurred on April 26, 2006. 3.2 Air Quality 3.2 Air Quality Comments noted. 3.2 Air Quality 3.10 Traffic 3.11 Marine Transportation 3.2 Air Quality

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE (CONTINUED)		
Noel Park (continued)	The reasonably foreseeable cumulative impacts of this project extend beyond the limits of the South Coast Air Basin. The "goods movement" has the potential to impact anyone living close by. Impacts include air pollution, noise, traffic, aesthetic degradation, light, glare, land use disruption, environmental justice, and all other issues contemplated by CEQA and NEPA. Concur with NRDC that the economics of this and other Port development projects are alleged benefits (e.g. jobs, business profits, and tax revenues) which do not outweigh the costs to City and State (e.g. health impacts, premature death, externalized infrastructure costs, and quality of life).	3.1 Aesthetics 3.2 Air Quality 3.8 Land Use 3.9 Noise 3.10 Traffic 4.0 Cumulative Analysis 5.0 Environmental Justice Comments noted. 7.0 Socioeconomics and Environmental Quality
Ms. Cecilia Moreno, Co-Chair, Wilmington Neighborhood Council	The Wilmington Neighborhood Council (WNC) is discontented with the scheduling of the public hearing as it conflicts with our regularly scheduled meeting. A copy of WNC's calendar (through December 2006) is submitted with the expectation that the Port and PCAC will use it to avoid scheduling conflicts. Respectively reserve the right to submit comments regarding the content of this meeting at a later time.	The Port and USACE acknowledged the unfortunate scheduling overlap of the meeting during the April 26, 2006 public hearing.
Mr. Arthur H. Hernandez, Wilmington Property Owners, member of Wilmington Neighborhood Council	1. Residents must have access to the Pacific Ocean and boat lifts. Wilmington still has no access to water. 2. Development of berths 134 - 147: DWP tanks 3. Why are we being asked to give input on berths 143 - 147 last? 4. An overpass from Yang Ming to the 110 Freeway is needed to handle approximately 1,000,000 truck trips. 5. Containers from China Shipping and Yang Ming can be put behind Knoll Hill and on Seaside. 6. Tank cars can be placed at Terminal Island. 7. Future chassis must be put on barges and ship 8. Future containers should be put on container ships for storage.	Comment noted. Comment noted. Comment noted. Comment noted and addressed in the SEIS/SEIR having to do with that project and evaluated as a cumulative project in this EIS/EIR in Section 3.10 Traffic. Comment noted and addressed in the SEIS/SEIR having to do with that project and evaluated as a cumulative project in this EIS/EIR in Section 3.10 Traffic. Comment noted. Comment noted. Comment noted.

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE (CONTINUED)		
Mr. Arthur H. Hernandez (continued)	9. Re: Wilmington development, propose a light rail system on "C" Street, connect to 110 Freeway and Los Angeles.	
	10. A community center is needed in Wilmington.	Comment noted.
	11. Wilmington lighthouse on Banning Landing.	Comment noted.
	12. Access to water for residents could be provided by a lift at Banning Landing.	Comment noted.
	13. Restaurants and offices should be planned.	Comment noted.
	14. Wilmington should not be segregated.	Comment noted.
	15. San Pedro has room behind Knoll Hill for containers, tank cars, and chassis.	Comment noted.
	16. Van Mulligan Lake and Machado Lake must be open to the Pacific Ocean for access.	Comment noted.
	17. Future chassis and containers should be on storage ships or barges.	Comment noted.
	18. IA rail lines must be put back to handle containers and tank cars.	Comment noted.
Mr. Ken Melendez, Chair, Wilmington Waterfront Development Subcommittee of the Port Community Advisory Committee	Some recent issues which have the potential to negatively impact Wilmington:	Comments noted.
	1. The suggestion to amend the Sasaki contract to include beautification improvements on Gaffey Street in San Pedro.	3.1 Aesthetics
	2. Transportation improvements that redirect traffic from San Pedro to Wilmington.	3.10 Traffic
	3. Transportation improvements that relocate the building of trains closer to Wilmington and away from San Pedro.	3.10 Traffic
	4. Relocation of any working Port operation from San Pedro to Wilmington.	5.0 Environmental Justice
Tom Politeo	Land use conflicts are a concern in Wilmington and other neighborhoods near goods movement operations.	3.8 Land Use 5.0 Environmental Justice
	Transportation work to support TraPac Terminal at Berths 136 - 147 conflicts with new housing projects. New housing is to be put in on the other side of "C" Street just 580' North of Harry Bridges Boulevard.	Comment noted. 3.8 Land Use 5.0 Environmental Justice

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE (CONTINUED)		
Tom Politeo (continued)	Lack of master planning between the Port of Los Angeles and the City of Los Angeles with respect to land use in the Wilmington area of the Port. Prudent planning and coordination would seek a 1000' separation between residential areas and any goods movement operations. Existing land use guidelines suggest 500 to 1000' separation.	Comment noted. 3.8 Land Use
	Land use problems have been going on for some time. There should be better coordination.	Comment noted.
	Additional capacity at the Port is part of what is needed to make goods movement operations work. Planning addresses the entire picture, not just fragments of the environmental impacts.	Comment noted.
	Goods movement will grow between two to four times its current capacities; therefore it is likely that we will need more freeway capacity and more rail line capacity. This increase will create even more challenges by way of air, noise, and other environmental impacts.	Comment noted.
	Cargo handling efficiency solutions may include "rail freeways", modeling different port and goods movement operations scenarios, reduction of operations footprint, and better master planning.	Comment noted.
Douglas Barry, Assistant Fire Marshall, Bureau of Fire Prevention and Public Safety	1. Fire flow-The required fire flow for this project has been set at 9,000 G.P.M. from 6 fire hydrants flowing simultaneously. 2. The Fire Department has existing fire stations at 400 Yacht St., 124 E. "I" Street, and 1331 W. 23rd Street for initial response into the area of the proposed development. 3. Firefighting access-All items of concern to this Department appear to have been addressed adequately at earlier levels of review (EIR dated November 19, 2003) 4. Proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan (elements of the General Plan of the City of Los Angeles).	Comments noted.

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
WRITTEN COMMENTS ON THE SPECIAL PUBLIC NOTICE (CONTINUED)		
Skip Baldwin, Founder, Wilmington Citizens Committee	1. Proposed project elements involving movement of Harry Bridges Boulevard 50' feet north, Harry Bridges Boulevard to I-110 Harbor Freeway Extension, relocation of Pier A rail yard, and TraPac Terminal Capacity Expansion. a. In previous public meetings it was clearly stated that the Wilmington Community does not support these elements of the project. b. Request that any project proposal or alternative in the EIS/EIR exclude these project elements. c. The project as proposed does not mitigate any past, current, or future environmental or public health impacts under CEQA. These must be mitigated.	Comment noted. Comment noted. Chapter 3-All resources Chapter 4-Cumulative Analysis
PUBLIC MEETING COMMENTS APRIL 26, 2006		
Adrian Martinez, NRDC	Expected that this project will greatly increase emissions of diesel PM and NOx (diesel PM causes a broad array of problems such as asthma, cancer, premature deaths, heart disease and heart attacks). See the MATES II study which shows cancer risk to be high near the Ports. Project diminishes one of the last remaining buffers between Port pollution and the City of Wilmington. Wilmington and other harbor communities already suffer health impacts from Port operations, refineries, freeways, and other sources. <u>Legal Issues</u> 1. Project scope: Project is being presented as an optimization of cargo handling even though it appears to be an expansion. No true efficiency measures are included in the NOP or SNOP. Keeping the project purpose as optimizing efficiency will effectively exclude the no-action alternative and confuse the public and decision-makers.	3.2 Air Quality Comment noted. 5.0 Environmental Justice Concur. The proposed project is to optimize and expand current operations.

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Adrian Martinez (continued)	2. Concerned about expansion without environmental review. History of expansion at this facility with reliance on CEQA exemptions thus allowing for piecemeal expansion of the terminal. Past expansions should not be included in the baseline for this project.	Comment noted.
	3. Project document must consider all impacts, including impacts after full build-out as well as impacts from construction. Unclear from the NOP and SNOP whether these will be included in the EIS/EIR. The Port should consider a wide array of the Port projects as well as other types of projects (e.g., freeways, rail yards, and refineries) in a Cumulative analysis.	Impacts for both construction and operations at the full build-out year of 2038 have been evaluated in this EIS/EIR.
	4. NOP and SNOP do not make clear what mitigation is being considered by the Port. The Port should consider all measures in the NNI plan of the China Shipping Settlement as these measures set the mark of what is feasible. The Port must mitigate impacts to aesthetics, water quality (including atmospheric deposition), marine biology, and population/housing impacts.	Appropriate mitigation measures have been proposed in this EIS/EIR.
Cecilia Moreno, co-chair of the Wilmington Neighborhood Council	Speaking comments reflected letter dated April 26, 2006. See entry in written comments section.	Comment noted.
Noel Park, San Pedro and Peninsula Homeowner's Coalition	Neighborhoods, in proximity to the Port are the definition of environmental justice even if a buffer zone does come into effect. Harbor Commission has said that it will reduce air pollution but we have no insight into the plan or transparency of process related to the plan. This project should take the lead in providing a solution to decreasing this problem.	Comment noted. 3.2 Air Quality 5.0 Environmental Justice
	It is noted that there will be one less crane, as a benefit to aesthetics. However, the cumulative effect on aesthetics of cranes is profound. Mitigate impacts from cranes as well as light and glare.	3.1 Aesthetics 4.0 Cumulative Analysis
	Public policy ramifications of port expansions. Some economists say that the cost of these expansions, in terms of cumulative impacts, may outweigh the benefits.	Comment noted.
	Port security is of concern as containers are not scanned until on trucks for transport. We have to trust in the effectiveness and goodwill of other countries when our ships enter the harbor until containers are scanned on the trucks.	Comment noted. 3.7 Hazards and Hazardous Materials

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Kathleen Woodfield	1 Mitigate air quality impacts to level of less than significant. Do not invoke overriding considerations with regards to air quality. Commitment should be made to identify projects for off-sets that will mitigate the impact.	Comment noted. 3.2 Air Quality
	2. Create a "community benefits program" in accordance with pages 110 and 111 of the Air Resources Board Emission Reduction Plan.	Comment noted. 3.2 Air Quality
	3. Health risk assessment should be done and hopefully if a statement of overriding considerations is invoked it would not be done without identifying health impacts.	3.2 Air Quality
	4. Evaluate this project from an Environmental Justice perspective. The residents of this area of Wilmington are in the lower income range and are primarily persons of color.	5.0 Environmental Justice
	5. Proposed increase in operations with this project decreases the existing land buffer between the Port and Wilmington residents. There are people here who believe the buffer will be a park.	Harry Bridges Boulevard would only be moved 20 feet closer to "C" Street and the 30-acre buffer between "C" Street and Harry Bridges Boulevard would remain.
Pate Nate, Northwest San Pedro Neighborhood Council	Please note that the council has already submitted a copy of the resolution that it adopted last month at its meeting.	Comment noted.
	Environmental Justice is of concern.	5.0 Environmental Justice
	The City and Harbor Fire Department has never considered guidelines and regulations (Federal and State) that should be considered by the project proponent in planning, administration, and development of a project and reflected in environmental documents.	Comment noted.
	Security and safety is another concern. Evacuation plans and risk of upset from natural disasters or terrorist acts should be reviewed for effects on the community.	3.7 Hazards and Hazardous Materials
	The project is likely to increase truck trips. This impact should be mitigated, by finding a way to get trucks in and out of the facility by running something under the freeway. This would alleviate impacts from the expansion project and reduce the impact on the Wilmington Community.	Comment noted. 3.10 Traffic
	The Northwest Neighborhood is the area most impacted by Port noise.	3.9 Noise

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Pate Nate (continued)	Air quality and traffic impacts will increase in the area generally due refineries, truck traffic, expansion of the Port of Los Angeles Distribution Terminal and construction of 2,400 homes planned to be constructed in the area. Neighbors in Wilmington do not want to be impacted in order to alleviate impacts to San Pedro.	3.10 Traffic 3.2 Air Quality Comment noted. 5.0 Environmental Justice
Leticia Melendez, on behalf of Ken Melendez	Comment is to express opposition to 1) Harry Bridges Boulevard being moved 50 feet towards the community of Wilmington and 2) The Northwest Slip being filled to create more backline. Opposition is based upon 1) a commitment by our previous Mayor that Harry Bridges Boulevard would not be relocated, 2) The letter by Congresswoman Jane Harmon, supporting our position not to move this bridge closer to the community of Wilmington, 3) the commitment by our new Mayor to the community of Wilmington, 4) improving San Pedro community at the expense of Wilmington (relocations, redirections, and cumulative impacts are all towards Wilmington, and 5) the resulting environmental justice issues.	Comments noted. Harry Bridges Boulevard would be moved 20 feet closer towards "C" Street. 5.0 Environmental Justice
Jesse Marquez, Coalition for a Safe Environment	A. Legality of special notice 1. USACE never prepared an EIS or an EIR or held a public hearing for the existing TraPac Terminal per NEPA and CEQA requirements. 2. The USACE never approved permits for the existing TraPac Terminal per NEPA or CEQA. 3. The USACE has a legal obligation under federal NEPA law to bring an existing illegal POLA terminal into compliance before it can proceed with the proposed project. 4. The USACE has no jurisdiction to issue a permit for expansion of the TraPac Terminal onto City of Los Angeles property, even though POLA may own the off-Port non-tidelands property.	 The Terminal has been operating since before NEPA and CEQA became law. The Terminal has been operating since before NEPA and CEQA became law. The Terminal has been operating since before NEPA and CEQA became law. The USACE does have authority to issue permits for various aspects of the project. 1.0 Introduction

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Jesse Marquez, Coalition for a Safe Environment (continued)	B. Request that POLA be required to respond to the following Public Comments and incorporate our information and mitigation requests into the DEIS/DEIR and Final document:	
	1. The 45-day public comment period is insufficient time for the public to review and understand the large volume of documentation to be reviewed.	Comment noted.
	2. Inadequate public notice-The long term environmental impacts of the TraPac Terminal project on the public warrants that every resident within a 10-mile radius receive a minimum of two detailed informational brochures and copies of NOI/NOP and related documentation in English and Spanish. We request that two brochure notices be distributed (1st notice to be mailed 90 days in advance and 2nd mailed two weeks prior to public hearing) to explain NEPA, CEQA, Environmental Justice, public process and the public's right to provide verbal and written comments. We also request that advertisements, press releases, and a publicly accessible website for the project be provided.	Comments noted. NOI/NOP notices were distributed in both English and Spanish. The proposed project status is maintained on the Port's web site. 1.0 Introduction
	3. Request for POLA and TraPac tenant and cargo information-The Port is public property, hold assets and funds in trust for California and the U.S. The public has a right to know information on tenants, cargo country of origin, and other information related to compliance with U.S. law and International treaties.	The Port continues to disclose information to the public beyond the legal requirements.
	4. Request for POLA/TraPac project cost information-We request that the DEIS/DEIR contain estimated or actual construction and operations cost information. Revenues from the Port are public trust funds and the public has a right to know how its funds are being spent. We also request that the document contain a Cost-Benefit Analysis (CBA) and a Community Economic Impact Assessment (CEIS).	Comments noted. 7.0 Socioeconomics
	5. Request for new operation technologies information and automated intermodal systems.	An ICTF is part of the proposed project. 2.0 Project Description

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Jesse Marquez, Coalition for a Safe Environment (continued)	6. Request for public transportation infrastructure improvements information-We request that the DEIS/DEIR contain all available POLA and alternatives information proposed by the public on the transportation infrastructure improvement projects at the TraPac Terminal or other nearby terminals that will off-set and mitigate the effect on adjacent communities.	3.10 Traffic
	7. Request for information as to why the Wilmington Leeward Bay Promenade, Marina, and Wetlands project is not being considered as an alternative land use option in lieu of the Pier A rail yard relocation.	Comment noted.
	8. Request for the no-action alternative to include additional information-We request that the DEIS/DEIR state that the expansion is not necessary if POLA establishes a maximum growth cap.	Comment noted.
	9. Request for POLA sponsored Port Growth Moratorium Conference-POLA should sponsor a public conference to discuss Port growth.	Comment noted.
	10. Request that POLA sponsor an alternative land use conference to discuss alternative uses for waterfront lands.	Comment noted.
	11. Request to include a disclaimer notice in the DEIS/DEIR to indicate no government agency approval has been obtained pursuant to NEPA, CWA, CAA, CEQA, California Health Codes, environmental justice legal requirements or other agencies referenced.	Comment noted.
	12. Request to include public comment information in the DEIS/DEIR in the various sections.	Comment noted.
	13. Request to include accurate residential communities proximity information. Request that the DEIS/DEIR contain accurate residential community proximity information to the TraPac Terminal in terms of how many feet are between the terminal and Wilmington residents. Also request a minimum community impact area zone of a 10 mile radius.	Comments noted. 2.0 Project Description

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Jesse Marquez, Coalition for a Safe Environment (continued)	14. Request to include site specific noise test information. Exclusion of this information gives reviewing public agencies the impression that the public does not live close by, therefore not impacted.	3.8 Noise
	15. Request to include accurate related projects & cumulative impact information. Request the DEIS/DEIR use a 20 mile radius and 15 year time frame to identify existing and proposed future projects which will contribute to a significant cumulative impact.	Comments noted. 4.0 Cumulative Analysis
	16. POLA Environmental Checklist information. POLA should have provided an updated checklist to reflect significant changes from the original.	Comments noted.
	17. POLA Air Quality information & mitigation deficiencies. Ambient air quality- Existing air quality information is lacking. Instead of models the Port should provide actual on-site testing results and use more current information than the MATES II study which is over 5 years old. Criteria air pollutants-POLA is located in a non-attainment area and has no approved plan for current or future compliance. Toxic air pollutants-POLA and the TraPac terminal will contribute to the failure to meet established safe standards for several toxic air pollutants.	Comments noted. 3.2 Air Quality
	18. POLA health effect from air pollution information deficiencies.	3.2 Air Quality
	19. Construction: a) apply two degree injection timing retard to inter-cooled diesel engines wherever possible, b) require contractors to use reformulated diesel fuel wherever possible, c) minimize concurrent use of equipment through phasing, d) discontinue construction during Phase II smog alerts, e) require contractors to use electric-powered dredges for hydraulic dredging, f) require contractors to use turbo-charged and inter-cooled diesel engines wherever possible, g) turn off engines when not in use, h) encourage ride sharing and mass transit among construction workers, i)	Comments noted.

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Jesse Marquez, Coalition for a Safe Environment (continued)	water surfaces before grading and drying dredged silt, j) suspend grading, demolition, dredging and storage activities when wind speeds exceed 25 mph, k) water exposed surfaces as least twice per day to maintain surface crust, l) treat unattended construction areas with soil stabilizers, m) restrict off-road vehicle use, n) reduce on-site vehicle speed to less than 15 mph, and o) restrict site obnoxious odors. Operations impacts: a) the captive fleet of off-road diesel-powered terminal equipment must be composed only of equipment that meets the requirements of the EPA's Control of Emissions of Air Pollution from Non-road Diesel Engines & Fuels proposed rule, b) apply two-degree injection timing retard to inter-cooled diesel engines wherever possible, c) require the use of reformulated fuel & exhaust control technology for diesel-powered terminal equipment wherever possible, d) schedule truck traffic for off-peak hours, and e) encourage ride sharing and mass transit use among operations personnel.	3.2 Air Quality
	20. Past DEIS/DEIRs failed to state that the project being proposed did not undergo review or approval by any of the required governmental agencies referenced.	Comment noted.
	21. Traffic impact deficiencies. Past DEIS/DEIRs failed to include a project specific traffic study and a traffic management plan.	Comment noted.
	22. POLA EIS/EIR environmental justice and civil rights violations and deficiencies. POLA in the past and present continues to engage in environmental injustice, racism, inequity and classism against Wilmington, a Hispanic, low income, minority community in its policies, public noticing, and development practices.	Comment noted. 5.0 Environmental Justice
	23. Past DEIS/DEIRs significant avoidable adverse impacts. The TraPac Terminal will cause a significant increase in negative environmental impacts on the surrounding community.	Comments noted. 5.0 Environmental Justice 9.0 Significant Irreversible Changes

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Jesse Marquez, Coalition for a Safe Environment (continued)	24. TraPac Terminal use will cause significant long term impacts which are 100% avoidable if any of the non-Port alternatives are selected. Long term impacts can be avoided or lessened if proper mitigation is adopted.	Comments noted.
	25. Past DEIS/DEIRs HRA data and conclusions were not validated. Most study data used by POLA is based on outdated, incomplete information and computer models. A complete HRA study should include mortality, morbidity, epidemiology, public health, air quality, and water quality studies on population groups made up of residents, employees, suppliers, teamsters, and populations bordering on corridor routes.	Comments noted. 3.2 Air Quality
	26. Request that POLA be prohibited from allocating to future off-site mitigation in lieu of using funds locally for local mitigation projects.	Comment noted.
	27. The Port has failed to establish a Wetlands and Habitat Restoration Plan, thus leading to a loss of approximately 99% of LA Harbor's coastal wetlands and migratory bird habitat.	Comment noted.
	28. POLA is one of the primary causes of the degradation of ocean water quality in the LA Harbor and throughout San Pedro Bay. The degraded water quality is caused by thousands of tons of particulate matter and chemicals settling, illegal bilge dumping, oil and fuel leaks, terminal water runoff and others. The Port breakwater prohibits tidal flow to enter the harbor and remove contaminates.	Comments noted. 3.13 Water Quality, Sediments, and Oceanography
	29. POLA is one of the major causes of the decimation of native fish, contamination and loss of local fish, shell fish, plant and plankton sea life, sea animal and bird breeding habitats.	Comments noted. 3.3 Biological Resources 3.13 Water Quality, Sediments, and Oceanography
	30. POLA has not adequately addressed the issues related to tsunamis, seismic events, and global warming.	Comments noted. 3.5 Geology 3.7 Hazards and Hazardous Materials
	31. POLA has failed to adequately address public utilities economic cost increases and shortage impacts.	Comment noted. 3.12 Utilities and Public Services

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Jesse Marquez, Coalition for a Safe Environment (continued)	32. POLA has caused the loss of an Aesthetic coastal view of San Pedro By for the Wilmington and San Pedro communities.	Comment noted. 3.1 Aesthetics
	33. POLA has failed to prepare a public emergency and disaster response plan and to assess worst case disaster scenarios.	Comments noted. 3.7 Hazards
	34. A review of past NOIs, NOPs, SEIS/SEIRs, and EIS/EIRs by the Coalition for a Safe Environment and PCAC has disclosed significant and gross negligence in the preparation of these documents. We request that a new NOI/NOP and EIS/EIR be prepared for the project and the existing illegal TraPac terminal.	Comments noted. 2.0 Project Description
	35. Opposition of filling in of the North Channel. POLA has a legal NEPA/CEQA responsibility to protect and restore existing waters and tidelands of San Pedro Bay.	Comment noted. 3.13 Water Quality, Sediments, and Oceanography
	36. Opposition to generic reference to various commercial and industrial uses. We request that POLA disclose its full intended future use of all lands and settings instead of using generic land use descriptions.	Comments noted. 3.8 Land Use
	37. Mitigation-We request that POLA prepare a Wilmington and San Pedro Waterfront aesthetic plan.	Comment noted. 3.1 Aesthetics
	38. Mitigation-We request that POLA prepare a public emergency evacuation and disaster response plan	Comment noted. 3.7 Hazards and Hazardous Materials
	39. Mitigation-We request that Port mitigation involving wetlands, fish, sea life, plant life, plankton, migratory bird habitat, and aquatic ecosystem restoration or enhancement be at the Port of Los Angeles, Consolidated Slip/Leeward Bay Marina, Dominquez Channel and the Ken Malloy Regional Park and Lake.	Comments noted.
	40. Mitigation-We request that POLA establish an annual $10 million Wetlands and Migratory Bird Habitat Restoration Fund and Plan.	Comment noted.

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Jesse Marquez, Coalition for a Safe Environment (continued)	41. Mitigation-POLA ocean water quality restoration plan. We request that POLA establish an annual $10 million Ocean Water Quality Restoration Plan, building of an ocean water reclamation facility, and remove the man-made breakwater.	Comment noted.
	42. Mitigation is suggested for all resource area impacts.	All resource chapters address appropriate mitigation for any potential significant impacts. All mitigation measures provided in this document have a clear nexus to NEPA/CEQA requirements.
Jesse Marquez, Wilmington Citizen's Committee member and representative on behalf of Coalition for a Safe Environment (CFASE)	For the record, here is a letter of opposition to the proposed TraPac expansion from the Wilmington Citizen's Committee signed by Skip Baldwin (please refer to Skip Baldwin's comment letter under responses to the Special Notice).	Comment noted.
	On behalf of CFASE, we are going to submit a letter in addition to the following comments:	
	1. The NOP must address, not just the TraPac expansion, but the entire TraPac Terminal because no EIR or EIS was ever prepared by the Port of Los Angeles. Thereby, TraPac has been operating in violation of CEQA.	Comment noted.
	2. USACE cannot accept an application for TraPac expansion when it has not complied with federal/legal mandates under NEPA to prepare an EIS/EIR.	The USACE has prepared a joint EIS/EIR document with POLA.
	3. The USACE cannot accept an application for the TraPac expansion when it has not approved a permit for the existing illegally operated TraPac Terminal.	Comments noted. The USACE is in compliance with legal requirements.
	4. POLA cannot expand past its current Harry Bridges Boulevard northern border because all property the Port has purchased is on City of Los Angeles land and not trust property granted to the Port under the California Coastal Act. The city has not approved any zoning permit, any conditional use permit, any variance or waiver of license to allow the Port of Los Angeles to expand onto the city property and to operate on city property.	Comment noted.

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Jesse Marquez, CFASE (continued)	5. The health risk assessment should include identification of all public health impacts caused by the Port from air, water, and land pollution. Request that the assessment include a public health survey.	Comments noted. 3.2 Air Quality
	6. The Port has never prepared an accurate cumulative impact assessment as required under NEPA and CEQA. The Port has not disclosed any new method to assure the public that it has investigated and listed all other local, current, and proposed industry impacts. Not all of the on-Port or off-Port impacts have been identified by the Port. An example of off-Port facility impacts is the California Cotton Fumigation Company which performs off-Port fumigation in Wilmington. Inspection facilities under sub-contractor names conceal how many off-Port facilities the Port has.	Comments noted. 4.0 Cumulative Analysis
	7. Even though the Port has been saying none of these off-Port facilities have hazardous materials being inspected, there have been public safety incidents causing the freeway to be closed and nearby businesses evacuated.	Comment noted. 3.7 Hazards and Hazardous Materials
	8. No detailed mitigation plan to address the numerous environmental impacts.	3.0 Environmental Analysis 4.0 Cumulative Analysis
	9. TraPac is not currently utilizing the best available control technologies or proposing them for future use.	Comment noted. 2.0 Project Description 3.2 Air Quality 3.10 Traffic
	10. The South Coast Air Quality District is currently in compliance with federal air quality standards. POLA has not submitted any plan that guarantees that it will not cause any air quality increase or prepared a plan to significantly decrease its current air pollution levels.	Comment noted.

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Andrea Hricko, USC Keck School of Medicine	Concerns about project with regard to localized air pollution effects since it reduces the size of the buffer currently existing between the Port and the community of Wilmington. Examine full health impacts for the local community as well as on a regional level.	Harry Bridges Blvd. would only be 20 feet closer to residents along "C" Street than it presently is. 3.2 Air Quality
	The California Air Resources Board adopted a "Goods Movement Initial Reduction Plan" which aims at reducing deaths related to the goods movement in California. The plan indicates that only the most aggressive measures will reduce deaths to less than 90 per year by year 2020.	Comment noted. 3.2 Air Quality
	The goods movement sector is being subsidized by the health of nearby residents to Ports, rail yards, and traffic corridors.	Comment noted. 5.0 Environmental Justice
	The health of the community will not be further harmed by diesel emissions associated with expansion and encroachment into the community.	Comment noted. 3.2 Air Quality
	That innovative non-polluting technology is to be used to move containers.	Comment noted.
	That the buffer zone existing after expansion is sufficient to protect residents, particularly from diesel exhaust and noise pollution. Also, documentation of this should be provided.	2.0 Project Description 3.2 Air Quality 3.9 Noise
	EIS/EIR should determine the maximum capacity of the terminal since an under-estimate of the capacity will lead to an underestimate of the impacts.	The highest operational level would occur in the year 2038. All environmental resources have based their analyses on this year. 2.0 Project Description 3.0 Environmental Analysis 4.0 Cumulative Analysis
	EIS/EIR must determine if the cumulative effect of this project will result in an unacceptable level of risk for a community burdened by numerous pollution sources related to the goods movement.	3.2 Air Quality 4.0 Cumulative

Table ES-4. Summary of Responses to the NOI/NOP and Special Public Notice/Public Meeting (continued)

Commenter	*Comment Summary*	*Where Addressed in the EIS/EIR*
PUBLIC MEETING COMMENTS APRIL 26, 2006 (CONTINUED)		
Andrea Hricko (continued)	Provided a CD of scientific articles including studies from USC, UCLA, and other international scientists. These articles include emerging evidence that living near freeways or busy roads is more likely to result in new cases of asthma, reduced lung function, wheeze in children, premature births, birth defects and more senior citizens suffering strokes and other cardiovascular effects.	Information provided acknowledged. 3.2 Air Quality
	If the buffer is used for children to play in, then it is not a buffer, and violates the principles of the ARB land use guidelines.	2.0 Project Description 3.2 Air Quality
Jesus Torres, For a Better Environment representative	Concerned with realignment of Harry Bridges Boulevard, having residents in park space immediately adjacent to that new highway, and emissions generated from this project.	2.0 Project Description 3.2 Air Quality
	Concern with emissions is that no pollution credit trading be used in lieu of pollution reduction locally.	3.2 Air Quality

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