Chapter 3

Modifications to the DEIR and RDEIR

3.1 Introduction

This chapter addresses modifications made to the Draft EIR and Recirculated Draft EIR for the proposed Southern California International Gateway Project (the proposed Project, or SCIG). It presents all revisions related to public comments as determined necessary by the Lead Agencies for the following areas of the EIR:

- Executive Summary
- Chapter 1, Introduction
- Chapter 2, Project Description
- Chapter 3.1, Aesthetics
- Chapter 3.2, Air Quality and Meteorology
- Chapter 3.3, Biological Resources
- Chapter 3.4, Cultural Resources
- Chapter 3.5, Geology and Soils
- Chapter 3.6, Greenhouse Gas Emissions and Climate Change
- Chapter 3.7, Hazards and Hazardous Materials
- Chapter 3.8, Land Use
- Chapter 3.9, Noise
- Chapter 3.10, Transportation / Circulation
- Chapter 3.11, Public Services and Utilities
- Chapter 3.12, Water Resources
- Chapter 4, Cumulative Analysis
- Chapter 5, Alternatives
- Chapter 10, References
- Appendices C1, C2, C3, F, G1, G4, an d I

Only subsections of the above chapters with revisions are included here; subsections that were not revised are not shown. Readers may refer to the Draft EIR and Recirculated Draft EIR for the complete text.

As provided in Section 15088(d) of the State CEQA Guidelines, responses to comments may take the form of a revision to the Draft EIR or may be presented in a separate section in the Final EIR. Section 2 of this Final EIR presents responses to public comments. Actual revisions to the Draft EIR and Recirculated Draft EIR made in response to public

comments, for purposes of clarification or correction or because of changes in the proposed Project since the release of the Draft EIR and Recirculated Draft EIR are presented in the following subsections in a revision mode format in which deletions to the original text are shown in ~~strikeout format~~ and insertions are shown as underlined text. Corrections of isolated, inconsequential typographical errors are not included.

3.2 Changes to the Draft EIR and Recirculated Draft EIR

Changes to the text of the Draft EIR (DEIR) and Recirculated Draft EIR (RDEIR) as presented below are incorporated into the Final EIR

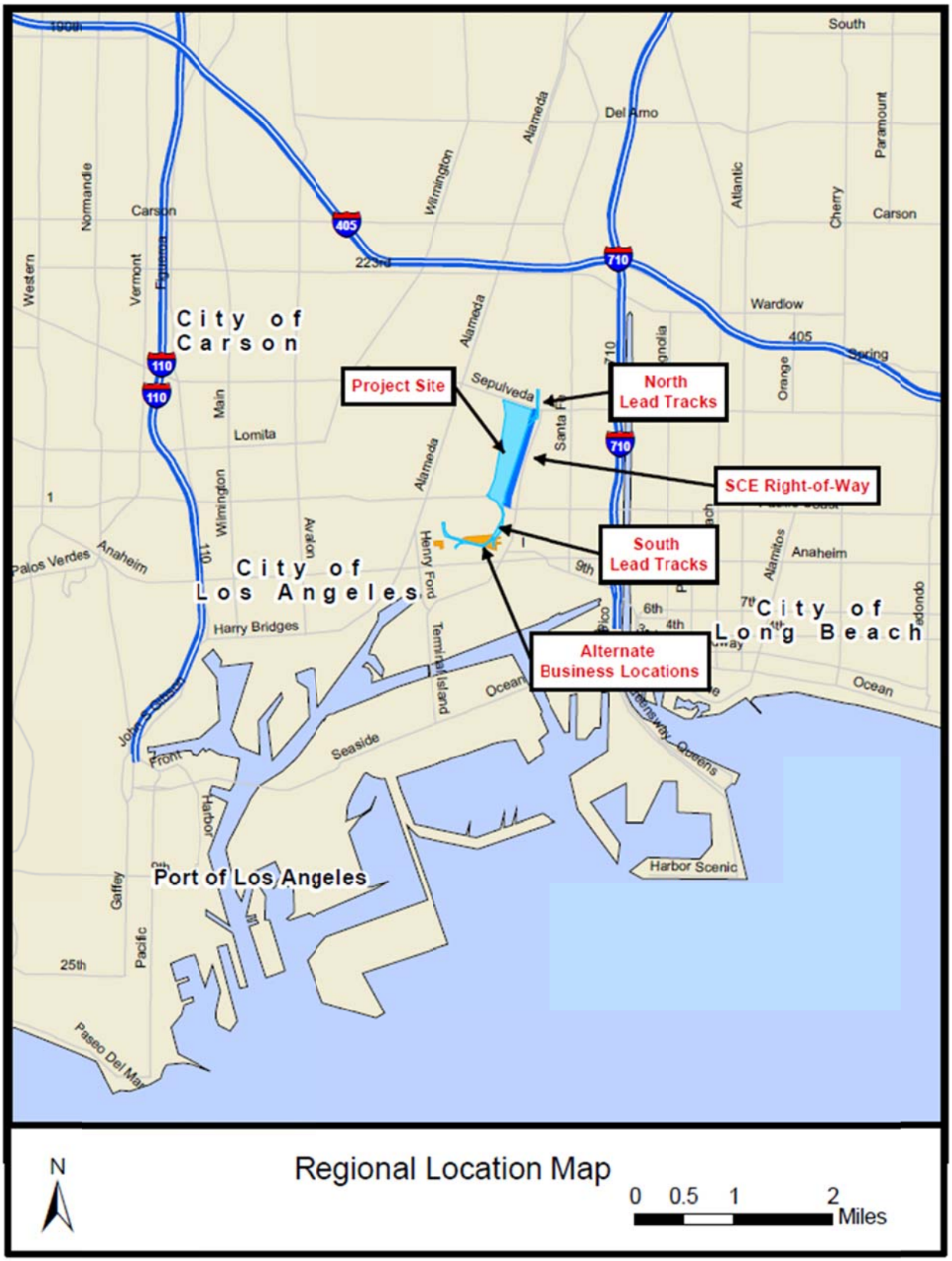
3.2.1 Changes Made to RDEIR Executive Summary

Section ES-3 Proposed Project

Section ES-3.1 Overview

Revise Figure ES-1 to indicate proposed new ACTA maintenance yard location

Figure ES-1. Project Site and Vicinity.



Section ES.3.2 Project Description

Section ES.3.2.1 Property Acquisition and Disposition of Businesses

Revise 2nd paragraph as follows:

The identified alternate locations for a portion of Fast Lane Transportation and a portion of California Cartage operations are located south of the railyard site (Figure ES-1), and the ACTA maintenance facility would move to an approximately ~~4~~2.5-acre site ~~just~~ west of the Dominguez Channel. The proposed Project assumes that California Cartage would maintain the property they currently lease from SCE, and that Fast Lane would continue to operate on parcels it currently occupies outside the Project site. These businesses would construct new facilities on the alternate sites that are assumed to generally resemble the existing facilities except for being more modern and efficient. They are assumed to continue operating on their existing parcels through the first construction year while the new facilities are being constructed and then to resume operations on their new sites and their existing property.

Section ES-4 Alternatives to the Project

Section ES-4.3 Alternatives Analyzed in this Draft EIR

Revise Table ES-2 as follows:

Table ES-2. Summary of Proposed Project and Alternatives at Full Buildout (2035).

Element	Proposed Project	Reduced Project Alternative	No Project Alternative
Truck trips	2.0 million one-way trips per year	1.3 million one-way trips per year	~~3.2~~2.3 million one-way trips to/from Hobart per year
Train trips	8 trains per day	6 trains per day	8 trains per day to/from Hobart
Throughput	2.8 million TEUs per year	1.85 million TEUs per year	~~2.8~~2.0 million TEUs per year at Hobart
Employees	450	300	Baseline + 10% growth by 2016

Section ES-4.3.1 Alternative 1 – No Project Alternative

Revise 1st paragraph as follows:

The No Project Alternative considers what would reasonably be expected to occur if the Port did not approve the proposed Project (CEQA Guidelines Section 15126.6(e)(3). Under the No Project Alternative, LAHD would not issue any permits or discretionary approvals, the proposed Project would not be built, and existing uses and operations would remain at the site. The No Project alternative assumes a 10 percent growth in activity levels of those uses by 2016. The No Project Alternative uses the BNSF share of intermodal cargo assumption of 2.0 million TEU for BNSF. This 2.0 million TEU cargo assumption is based upon the LAHD's cargo forecasts, which show that the international cargo combined for both railroads is projected to be 4.1M TEU (see Section 1.1.5.3 Table 1-4) and LAHD's data showing that this international cargo total is split equally between BNSF and Union Pacific (see Appendix G4). The two railroads historically have had market shares of approximately 50 percent each and this historical trend supports the

assumption used in the analysis of both alternatives that cargo will continue to be split equally by the two railroads, .e.g, approximately 2.0 million TEU to BNSF, and 2.0 million TEU to Union Pacific.

Revise 4th paragraph as follows:

This alternative assumes that drayage trucks that would operate between the marine terminals and the SCIG facility under the proposed Project would instead continue to operate between the marine terminals and the Hobart/Commerce Yards. Accordingly, the No Project Alternative would result in approximately 212 additional truck trips on I-710 above the baseline per average day in each direction in 2023, increasing to ~~6,082~~3,751 additional trips per day in 2035 and thereafter (see Table ~~2~~5-2). Because of the distance to the Hobart/Commerce Yards, each trip would be approximately 20 miles longer in each direction than under the proposed Project. No line-haul train trips would occur between the Project site and the Hobart/Commerce Yards. To be conservative, train, truck, and equipment activity within Hobart/Commerce is not analyzed in this document for the No Project Alternative because those activities are accounted for in the environmental analyses conducted under the CARB Memoranda of Understanding with BNSF (CARB, 1998; CARB, 2005). Furthermore, BNSF represents that the expansion of Hobart/Commerce Yards will occur whether or not SCIG is constructed; the difference would be whether the facility would handle primarily domestic and transloaded cargo (if SCIG is built) or a mixture of domestic, transloaded, and international cargo (if SCIG is not built) (BNSF, 2012).

Section ES-5 Environmental Impacts

Section ES-5.2 Significant and Unavoidable Impacts

Revise section ES-5.2 as follows:

This EIR has determined that implementation of the proposed Project or one or more of the alternatives (see Section 5.7.2 for more detail) would result in significant and unavoidable impacts on:

- Aesthetics (Impact AES-1)
- Air Quality (Impacts AQ-1, AQ-2, ~~AQ-3,~~ AQ-4, AQ-7, AQ-8)
- Cultural Resources (Impact CR-2)
- Greenhouse Gases (Impacts GHG-1 and GHG-2)
- Land Use (Impact LU-2 and LU-4)
- Noise (Impact NOI-6).
- Transportation (Impact TRANS-4)
- Utilities and Public Services (Impact PS-6)

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

Air Quality Construction of both the proposed Project and the Reduced Project Alternative would result in emissions of criteria air pollutants that would exceed

SCAQMD significance thresholds and air pollutant concentrations that exceed local, state and national ambient air quality standards (AQ-1, AQ-2); since mitigation measures would not reduce those emissions below the thresholds, they would remain significant and unavoidable. ~~Operation of the No Project Alternative would result in emissions that would exceed an AQMD threshold of significance (AQ-3), and because no mitigation can be imposed, the impact would remain significant and unavoidable.~~ Operation of the proposed Project and both alternatives would cause exceedances of one or more of the SCAQMD ambient thresholds for NO_2, PM_{10}, and $PM_{2.5}$, and the NAAQS for NO_2 (AQ-4). Mitigation measures applied to the proposed Project and the Reduced Project Alternative would not reduce the impacts below the thresholds, and no mitigation can be applied to the No Project Alternative. Accordingly, impacts after mitigation would remain significant and unavoidable. Operation of the No Project Alternative would expose receptors to significant levels of TACs (AQ-7). Because no mitigation can be applied to the No Project Alternative, impacts would remain significant and unavoidable. Finally, the No Project Alternative would conflict with implementation of regional plans for reducing air emissions in the SCAB by promoting more efficient movement of goods (AQ-8). Because no mitigation can be applied to the No Project Alternative, impacts would remain significant and unavoidable.

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

Greenhouse Gases The proposed Project and both alternatives would generate emissions of greenhouse gases (GHG) that would exceed the LAHD's threshold of zero increase. Accordingly, the proposed Project and alternatives would have significant impacts related to GHGs (GHG-1). The mitigation measures that would be applied to the proposed Project and the Reduced Project Alternative would not reduce GHG emissions to less than significant, and no mitigation can be applied to the No Project Alternative. Accordingly, impacts after mitigation of the proposed Project and alternatives would remain significant and unavoidable. The No Project Alternative would conflict with state and local plans and policies aimed at reducing GHG emissions through more efficient transportation of goods (GHG-2). Because no mitigation can be applied to the No Project Alternative, impacts would remain significant and unavoidable.

Land Use The No Project Alternative would be inconsistent with LAHD goals with respect to avoiding or mitigating environmental impacts associated with moving goods (LU-2). No mitigation can be applied to the No Project Alternative to reduce this impact to less than significant. Accordingly, the impact would remain significant and unavoidable. Both the proposed Project and the Reduced Project Alternative would have a significant secondary impact on land uses (LU-4) in the project area as a result of significant air and noise impacts. The mitigation measures that would be applied to the proposed Project and the Reduced Project Alternative would not reduce these impacts to less than significant. Accordingly, impacts after mitigation would remain significant and unavoidable.

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

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

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

Section ES-5.3 Summary of Significant Impacts that Can Be Mitigated to Less Than Significant

Revise 1st paragraph as follows:

Table ES-3 identifies the significant impacts that can be mitigated to less than significant. This EIR has determined that implementation of the proposed Project or one or more of the alternatives (see Section ~~5.5.3~~5.7.3 for more detail) would result in significant impacts that can be mitigated on:

Section ES-5.4 Summary of Less than Significant Impacts

Revise 1st paragraph as follows:

Table ES-3 identifies the less-than-significant impacts for which no mitigation is necessary. This EIR has determined that implementation of the proposed Project or one or more of the alternatives (see Section ~~5.5.3~~5.7.4 for more detail) would result in less-than-significant impacts on:

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

Revise 3rd paragraph on Air Quality as follows:

Air Quality The proposed Project and the two alternatives ~~Reduced Project Alternative~~ would generate criteria pollutant emissions (AQ-3) but those emissions would not exceed SCAQMD thresholds. The proposed Project and the two alternatives would generate on-road traffic that would in turn generate CO emissions from on-road vehicles at

intersections, but those emissions would not cause CO standards to be violated (AQ-5). The proposed Project and the Reduced Project Alternative would generate odors associated with diesel trucks and locomotives (AQ-6), but those odors would not be objectionable at sensitive receptors.

Insert new 6th paragraph on Greenhouse Gases as follows:

Greenhouse Gases The proposed Project and the Reduced Project Alternative would be consistent with State and local policies and plans for GHG emissions and climate change. Accordingly, there are no significant impacts resulting from inconsistencies with existing plans and policies.

Revise 7th paragraph on Hazards and Hazardous Materials as follows:

Hazards and Hazardous Materials Construction and operation of the proposed Project and Reduced Project Alternative would cause increased risks of accidents and upsets as a result of the use and transport of hazardous materials and the possibility of ruptures and spills during construction and operation, and could expose workers and the public to hazardous wastes (RISK-1 through RISK-3). With the application of standard controls and precautions such as emergency planning and response, as well as standard POLA lease measures for site remediation and contamination contingency planning; these impacts would be less than significant. ~~Because the site is not on a list of hazardous materials sites or within one-quarter mile of a school~~Because Best Management Practices (BMPs) and specific policy guidance would be required during management and disposal of hazardous materials and waste, and because the site is not at risk of accidental spills in the event of a tsunami, the ~~impacts of the~~ proposed Project and Reduced Project Alternative would ~~be~~ result in less than significant impacts ~~(~~under RISK-4 and no impacts under RISK-6~~)~~. The risk of terrorist actions would not be increased by construction or operation of the proposed Project and Reduced Project Alternative. Accordingly, impacts under RISK-7 would be less than significant for the proposed Project and Reduced Project Alternative.

Section ES-5.10 Environmentally Preferred and Environmentally Superior Alternative

Revise 1st paragraph as follows:

As described in Section 5.6.5, the proposed Project and the alternatives have the same number of significant and unavoidable impacts, but not within the same resource areas. In addition, these impacts occur in different geographical locations. Therefore, the second step used in this approach is to rank the proposed Project and the alternatives by comparing the severity of these significant and unavoidable impacts within each resource area. The ranking is based on the significance determinations for each resource area, as discussed in Chapter 3 of the Recirculated Draft EIR, and reflects differences in the level of impact among the proposed Project and the alternatives. The Reduced Project Alternative has significant and unavoidable impacts that are less severe when compared to the proposed Project and the No Project Alternative and is therefore, the Environmentally Superior Alternative. ~~the proposed Project and the Reduced Project Alternative are the alternatives with the least significant impacts~~. ~~Impacts exist under both scenarios, although the specific impacts occur in different locations and differ in severity. Since the Reduced Project Alternative has, by definition, less activity than the proposed Project, it is the Environmentally Superior Alternative.~~

1 *Revise the following entries in Table ES-3:*

Table ES-3.Impacts of the Proposed Project and Alternatives.

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology				
Proposed Project	**AQ-1**: The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance.	**Significant impact**	**MM AQ-1**: Fleet Modernization for Construction Equipment • Tier Specifications: a. From January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-3 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-verified Level 3 DECS. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. This mitigation measure was quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15. b. From January 1, 2015 on: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-4 off-road emission standards at a minimum. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. This mitigation measure was quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15. • A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. The above "Tier Specifications" measures shall be	**Significant and unavoidable**

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			met, unless one of the following circumstances exists, and the contractor is able to provide proof that any of these circumstances exists: • A piece of specialized equipment is unavailable as specified in 3(a), 3(b) or 3(c) within 200 miles of the Port of Los Angeles, including through a leasing agreement. If this circumstance exists, the equipment must comply with one of the options contained in the Step Down Schedule as shown in Table A below. At no time shall equipment meet less than a Tier 1 engine standard with a CARB-verified Level 2 DECS. • The availability of construction equipment shall be reassessed in conjunction with the years listed in the above Tier Specifications (Prior to December 31, 2011, January 1, 2012 and January 15, 2015) on an annual basis. For example, if a piece of equipment is not available prior to December 31, 2011, the contractor shall reassess this availability on January 1, 2012. • Construction equipment shall incorporate, where feasible emissions-savings technology such as hybrid drives and specific fuel economy standards. This mitigation measure was not quantified in the mitigated construction emissions. • Idling shall be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions. **MM AQ-2**: Fleet Modernization for On-Road Trucks 1. Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property. This is not quantified in the mitigated construction emissions. 2. Idling will be restricted to a maximum of 5	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			minutes when not in use. This is not quantified in the mitigated construction emissions. 3. USEPA Standards (These standards were not quantified in the RDEIR; however, further reductions are expected.) For On-road trucks with a gross vehicle weight rating (GVWR) of at least 19,500 pounds: Comply with USEPA 2010 on-road emission standards for PM10 and NOx (0.01 grams per brake horsepower-hour (g/bhp-hr) and 0.2 g/bhp-hr or better, respectively). ~~Trucks used in construction will be required to comply with EPA Standards as described below. These standards were quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15:~~ ~~On-Road Trucks except for Import Haulers and Earth Movers: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2007 on-road emission standards for PM10 and NOx (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively).~~ ~~For Import Haulers Only: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt to and from the construction site via public roadways at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).~~ ~~For Earth Movers Only: From January 1, 2012 on: All heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt within the construction site at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).~~ • A copy of each unit's certified EPA rating and each unit's CARB or SCAQMD operating permit,	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			will be provided at the time of mobilization of each applicable unit of equipment. ~~The above standards/specifications shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:~~ ~~A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;~~ ~~A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or~~ ~~A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease.~~ ~~Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property. This mitigation measure was not quantified in the mitigated construction emissions.~~ ~~Idling will be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions.~~ **MM AQ-3**: Additional Fugitive Dust Controls SCAQMD's Best Available Control Technology (BACT) measures must be followed on all projects.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			They are outlined on Table 1 in Rule 403. Large construction projects (on a property which contains 50 or more disturbed acres) shall also follow Rule 403 Tables 2 and 3. • Active grading sites shall be watered three times per day. • Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas. • Contractors shall provide temporary wind fencing around sites being graded or cleared. • Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. ("Spilling Loads on Highways"). • Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site. • The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed. • Open storage piles (greater than 3 feet tall and a total surface area of 150 square feet) shall be covered with a plastic tarp or chemical dust suppressant. • Stabilize the materials while loading, unloading and transporting to reduce fugitive dust emissions. • Belly-dump truck seals should be checked regularly to remove trapped rocks to prevent possible spillage. • Comply with track-out regulations and provide water while loading and unloading to reduce visible dust plumes.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			• Waste materials should be hauled off-site immediately. • Pave road and road shoulders where available. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. • Require the use of clean-fueled sweepers pursuant to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on-site or roads adjacent to the site to reduce fugitive dust emissions. • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation. **MM AQ-4**: Best Management Practices The following measures are required on construction equipment (including onroad trucks): • Use diesel oxidation catalysts and catalyzed diesel particulate traps. • Maintain equipment according to manufacturers' specifications. • Restrict idling of construction equipment to a maximum of 5 minutes when not in use. • Install high-pressure fuel injectors on construction equipment vehicles. • LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			• Because the effectiveness of this measure has not been established and includes some emission reduction technology which may already be incorporated into equipment as part of the Tier level requirement in MM AQ-1, it is not quantified in this study. **MM AQ-5**: General Construction Mitigation Measure For any of the above construction mitigation measures (MM AQ-1 through AQ-3), if a CARB-certified technology becomes available and is shown to be equal or more effective in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the LAHD. Because the effectiveness of this measure cannot be established, it is not quantified in this study. **MM AQ-6**: Special Precautions near Sensitive Sites When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor shall notify each of these sites in writing at least 30 days before construction activities begin. Because the effectiveness of this measure has not been established, it is not quantified in this study.	
Alternative 1 (No Project)	**AQ-3:** Alternative 1 would ~~not~~ result in operational emissions that exceed 10 tons per year of VOCs but would exceed a SCAQMD thresholds of significance.	Less than significant ~~**Significant impact**~~	Mitigation not required ~~No feasible mitigation available.~~	Less than significant ~~Significant and unavoidable~~
3.4 Cultural Resources				
Proposed Project	**CR-1:** Construction of the proposed Project would potentially disturb, destroy, or degrade unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources as defined in §15064.5.	**Significant impact**	**MM CR-1:** Archaeological and Ethnographic Monitoring and Recovery An archaeological monitor shall be present during all initial grading and excavation activities at the proposed Project site. In the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the	Less than significant impact

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

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			may recommence after authorized by the coroner. If the remains are determined to be Native American, state laws relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC §5097) will be implemented by the appropriate parties, which includes . ~~The coroner must~~ contacting the NAHC to determine the most likely living descendant(s). ~~BNSF and LAHD shall consult with the most likely descendant(s) to~~ and identifying a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC§5097.98. If the NAHC is unable to identify a most likely descendant, the descendant fails to make a recommendation within 24 hours of being notified by the NAHC and LAHD and the descendant are not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods shall be reburied with appropriate dignity on the proposed Project site in a location not subject to further subsurface disturbance.	
Proposed Project	**CR-2:** Construction of the proposed Project would require demolition of the existing Sepulveda Boulevard Bridge, and thus cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	**Significant impact**	**MM CR-2:** Archival Documentation and Interpretative Display Prior to the start of construction of the new Sepulveda Boulevard railroad bridge, BNSF will prepare archival documentation and an interpretative display of the historical resource. **Documentation:** A Historic American Engineering Record (Level II or less) will be prepared to provide a physical description of the historic bridge, discuss its significance under applicable CRHR criteria, and address the historical context for its construction, purpose, and function. Large-format black and white photographs will be taken showing the Sepulveda Boulevard Bridge in context, as well as details of its historic engineering features. The photographs will be fully captioned and processed for archival permanence. Copies of the report will be offered to the	**Significant and unavoidable**

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			local historical society and any other repository or organization determined by LAHD. **Interpretive Display:** An interpretive exhibit, in the form of a permanent plaque, will be prepared, and once construction of the new bridge is complete, the plaque will be installed at the bridge site that provides a brief history of the structure, a description of its engineering features and characteristics, and the reasons for and date of its demolition and replacement. **MM CR-3:** Salvage Plan for Noteworthy Elements Prior to the start of the ~~Sepulvada~~Sepulveda Bridge component of the proposed Project, BNSF shall prepare a plan for salvaging noteworthy elements of the structure for re-use either elsewhere or in the new bridge. The plan shall identify the elements to be salvaged, which shall be determined in consultation with a qualified architectural historian. Suitable re-use would include as decorative elements either on the new bridge or elsewhere in the region, or as an interpretive display. The plan shall be approved by LAHD, and the existing bridge and abutments shall not be demolished or altered until said approval has been granted.	
Proposed Project	**CR-3:** Construction of the proposed Project would potentially disturb, destroy, or degrade unknown paleontological resource, and thus directly or indirectly destroy a unique paleontological resource.	**Significant impact**	**MM CR-4:** Paleontological Monitoring and Recovery Paleontological monitoring of ground disturbing activities shall be conducted by a qualified paleontologist. Ground disturbing activities include, but are not limited to, pavement/asphalt removal, boring, trenching, grading, excavating, and the demolition of building foundations. A preconstruction information and safety meeting ~~should~~ will be ~~held~~ required to make construction personnel aware of paleontological monitoring procedures and paleontological sensitivity. In the event that paleontological resources are encountered, the contractor shall stop construction within 10 meters (30 feet) of the exposure. A qualified paleontologist will evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be	Less than significant impact

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			significant, the paleontologist shall systematically remove and stabilize the specimen in anticipation of its preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum.	
3.6 Greenhouse Gas Emissions and Climate Change				
Proposed Project	**GHG-1:** The proposed Project would result in an increase in construction-related and operation-related GHG emissions.	Significant impact	**MM GHG-1**: Idling Restriction and Electrification for Construction Equipment. Construction equipment idling will be restricted to a maximum of 5 minutes when not in use and when feasible, and the use of electrified construction equipment where feasible. **MM GHG-2:** Solar Panels. The Port shall require installation of solar panels on all buildings constructed on POLA property where feasible. The Port, in consultation with the Tenant, will undertake a feasibility review and will make a determination as part of the Tenants final design on the solar panel requirement. **MM GHG-3:** Recycling. The tenant shall ensure a minimum of 40 percent of all waste generated during project construction is recycled and ~~60~~ 70 percent of all waste generated in all buildings is recycled by the facility opening year of 2016 and 100 percent is recycled by 2025. The goals for operational recycling are consistent with, but more ambitious, than the City of Los Angeles Bureau of Sanitation's Solid Resources Citywide Recycling Division's goal of 70 percent waste diversion by 2020 (Bureau of Sanitation, 2000) and RENEW LA's goal of 90 percent by 2025 (RENEW LA, 2005).. Recycled materials shall include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles. **MM GHG-5:** Water Conservation. As part of the facility construction, the applicant shall install a water recirculation system at potential wash racks, install low-flow devices in new buildings and low irrigation	Significant and unavoidable

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			landscaping, and maintain these through the life of the lease. **MM GHG-6:** Energy Efficient Light Bulbs. In addition to the SCIG facility main administration building, which would be LEED certified, all other interior buildings shall exclusively use energy efficient light bulbs (compact florescent, LED, or other equally efficient) for ambient lighting. The businesses on their alternate locations on Port-owned property shall also maintain and replace any Port-supplied energy efficient light bulbs. CFL and LED bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs. **MM GHG-7:** Energy Audit. The applicant shall conduct a third party energy audit every 5 years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use. **MM GHG-8**: Solar Canopy on Parking Area. The Tenant shall construct a canopy or canopies over the employee parking area at the SCIG facility that shall be equipped with photovoltaic (PV) solar panels for generating on-site electrical power. **MM GHG-9**: Alternative Fuel Service Trucks. The Tenant shall utilize only alternative-fuel service trucks within the SCIG facility. **MM GHG-10:** Carbon Offsets. The Tenant shall offset 100% of projected on-site electricity consumption at the SCIG facility over the 50-year lease term from 2016 through 2066, and thus reduce GHG emissions by 117,918 metric tons CO_2e through the purchase of carbon offsets such as those available from the California Climate Action Registry's Climate Action Reserve. In addition, when new GHG emission reduction technology becomes available, it will be reviewed under the same process as MM AQ-9 which requires periodic reviews of emissions-reduction technology and implementation into SCIG operations	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			once the technology is determined to be feasible.	
3.7 Hazards and Hazardous Materials				
Proposed Project	**RISK-4**: Construction and operations at the proposed Project would not create a significant hazard to the public or the environment as a result of the proposed Project being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 ~~The proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.~~	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**RISK-4**: Alternative 2 would not create a significant hazard to the public or the environment as a result of the proposed Project being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5~~would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.~~	Less than significant impact	Mitigation not required	Less than significant impact
3.9 Noise				
Proposed Project	**NOI-6:** Construction and operation of the proposed Project would cause ambient noise levels to be increased by three dBA or more, or maximum noise levels allowed by the Long Beach Municipal Code would be exceeded.	**Significant impact**	**MM NOI-1**: 12-Foot High Sound Wall Prior to the start of construction of the proposed Project, BNSF shall first construct a permanent 12-foot high soundwall along the easterly right-of-way of the Terminal Island Freeway, from West 20th Street to Sepulveda Boulevard, as shown in Figure 3.9-6, to reduce construction noise. The final height and	**Significant and unavoidable**

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			location of the soundwall shall be verified by an acoustical consultant as part of the final engineering design of the soundwall. After construction of the soundwall, BNSF shall install landscaping along the length of the soundwall. The final landscaping plan with selected native plant species and irrigation shall be determined as part of the final engineering design. Upon completion, BNSF will be responsible for long-term maintenance. Right-of-way acquisition necessary for the soundwall and landscaping shall be the responsibility of BNSF. **MM NOI-2**: Construction Noise Reduction Measures The following noise control measures shall be implemented during construction of the proposed Project. This mitigation measure applies to BNSF and the businesses moved to the designated alternate sites. These measures were not quantitatively evaluated. a) Construction Hours. Limit construction to the hours of 7:00 am to 9:00 pm on weekdays, between 8:00 am and 6:00 pm on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance, except where nighttime construction is necessary on the PCH grade separation. For construction activities that occur within the City of Long Beach (e.g. the North Lead Track construction and sound wall construction), limit construction to the hours of 7:00am and 7:00pm on weekdays and between 9:00am and 6;00pm on Saturdays, as prescribed in the City of Long Beach Noise Ordinance. b) Construction Days. Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work). c) Temporary Noise Barriers. When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			d) Construction Equipment. Properly muffle and maintain all construction equipment powered by internal combustion engines. e) Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise sensitive areas. f) Equipment Location. Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as is practical from existing noise sensitive land uses. g) Quiet Equipment Selection. Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance. h) Notification. Notify residents adjacent to the proposed Project site and within at least a one-mile radius of the Project site of the construction schedule in writing (in both English and Spanish, and other languages if necessary) via brochures, mailings, community meetings, and a project website. i) Portable Generators. Avoid the use of portable generators if electricity can be obtained from the local power grid. j) Noise Complaints. Assign a construction liaison ~~disturbance counselor~~ to respond to noise complaints. Post contact information at the construction site, in public notices, and on a project website. k) Pile Driving Hours. Restrict pile driving to the hours between 9 AM and 5 PM, Monday through Friday, and from 10 AM to 4 PM on Saturdays. l) A Construction Noise Monitoring and Management Plan will be required to evaluate the construction process prior to the commencement. The plan should evaluate each piece of construction equipment and the need for administrative and engineering noise control for each construction element. A noise monitoring plan should be prepared to document construction noise levels during the process.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			MM NOI-3: 24-Foot-High Sound Barrier Prior to the start of construction, BNSF shall first construct a permanent 24-foot high sound barrier as an extension to the existing 24-ft high sound barrier along the easterly right-of-way of the Terminal Island Freeway north of Sepulveda Blvd, as shown in Figure 3.9-6. The barrier would close the present gap between the existing barrier and a warehouse to the south, removing line-of-sight from the Project site to receiver R1 (the residence at 2789 Webster) and receiver R30 (Stephens Middle School). The final height and location of the soundwall shall be verified by an acoustical consultant as part of the final engineering design of the soundwall. Right-of-way acquisition necessary for the soundwall shall be the responsibility of BNSF.	

Section ES-6 Project Conditions Subject to Approval

Section ES-6.3 PC AQ-11: Zero Emission Technologies Demonstration Program

Revise section on PC AQ-11 as follows:

This project condition would require BNSF to work with the Port of Los Angeles to advance zero emission technologies, consistent with the Port's 2012-2017 Strategic Plan objective for the advancement of technology and sustainability, as follows:

- Provide match funding to the Clean Air Action Plan Technology Advancement Program (TAP) zero emissions programs in an amount equal to that provided by the Port of Los Angeles up to a maximum of $3 million for purposes of zero emission drayage truck, cargo handling equipment, and proof-of-concept rail technologies demonstration.

- Agree to an expeditious phase-in of zero emission drayage trucks and other zero emission technologies into the specification for vehicles serving SCIG operations ~~based on~~ following a determination of technical and commercial feasibility made by the Ports of Los Angeles and Long Beach Boards of Harbor Commissions consistent with criteria developed by the TAP Advisory Committee (TAP AC) in consultation with the project applicant and approved by the Ports of Los Angeles and Long Beach Boards of Harbor Commissions. In making any finding of technical and commercial feasibility, the Ports shall determine that such equipment or technology:
  - is commercially practicable;
  - has been successfully tested in similar conditions;
  - has been operationally proven in similar revenue service; and
  - is available in sufficient quantities to meet any such requirement

- The phase-in shall:
  - Occur at a rate recommended by the TAP AC consistent with the feasibility criteria;
  - Be approved by the Ports of Los Angeles and Long Beach Board of Harbor Commissions consistent with the feasibility criteria; and
  - Lead to the requirement that only zero emission drayage trucks would operate at the SCIG facility.

  Long-term goal: All drayage trucks operating at the SCIG facility shall be 100% zero emissions by the end of 2020.

- Participate in a zero emissions technologies industry stakeholder group that would assist in the development of technical and commercial criteria for determination of feasibility of zero emission equipment, and advise and support demonstrations of zero emission drayage truck, cargo handling equipment, and proof of concept rail technologies in port-related operations as coordinated and directed by staff of the two ports through the TAP.

- Such demonstrations shall be performed using an appropriate railyard identified by the TAP until such time that SCIG is built, and thereafter BNSF shall allow zero emission technologies tested under the TAP zero emissions program to operate using the SCIG facility once it is constructed. BNSF shall allow TAP representatives access into portions of the SCIG facility where the zero emission equipment is being tested for the purpose of test evaluation, all subject to reasonable notice, compliance with the BNSF safety and operational rules, and without interference with facility operation.

- Criteria for evaluation of the results of all demonstrations shall be developed by the TAP AC in consultation with the project applicant regarding any equipment to be serving the SCIG facility and submitted for approval to the Ports of Los Angeles and Long Beach Board of Harbor Commissions. Such criteria shall include, but not be limited to: technical practicability, commercial reasonableness, operationally proven, and commercial availability. Evaluation of the results of demonstration testing shall be performed by the TAP in conjunction with the applicant. Recommendations regarding the technical and commercial feasibility of these vehicles shall be presented by the TAP to the Ports of Los Angeles and Long Beach Board of Harbor Commissions for approval.

  Near-term goal: The TAP will develop an action plan by 2014 that outlines key strategies for the advancement of zero emission drayage trucks, including all criteria for evaluation of technical, commercial and operational feasibility, and identification of an appropriate railyard to support zero emission drayage truck demonstration projects starting in 2015.

  Near-term and long-term goal: Starting in 2015, the TAP shall conduct periodic evaluations of zero emission truck demonstrations on a reoccurring basis at least every two years until such time that the Ports of Los Angeles and Long Beach Board of Harbor Commissioners determine that the vehicles are technically and commercially feasible. The results of the regular evaluations shall be documented, including the analysis and conclusions as verified by the TAP, and shall be presented to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners.

Section ES-6.4 PC AQ-12: San Pedro Bay Ports CAAP Measure RL-3

Revise section on PC AQ-12 as follows:

CAAP measure RL-3 establishes the goal that the Class 1 locomotive fleet associated with new and redeveloped near-dock rail yards use 15-minute idle restrictors, use ULSD or alternative fuels, and meet a minimum performance requirement of an emissions equivalent of at least 50 percent Tier 4 line-haul locomotives and 40% Tier 3 line-haul locomotives when operating on port properties by 2023. In March of 2008, USEPA finalized a regulation which established a 2015 date for introduction of Tier 4 locomotives. There is no regulatory mechanism in place that would mandate the ~~introduction~~ production or sale of Tier 4 locomotives prior to 2015. Additionally there is no requirement to turn fleets over to Tier 4, when it becomes available. Implementation of the RL-3 goal for the locomotives calling at SCIG while on port properties would be based on the commercial availability of operationally proven Tier 4 locomotives in 2015 and any adjustment in that date will require equivalent adjustment in the goal achievement date. The RL-3 emissions goal for locomotives calling on SCIG while on port properties may also be achieved by BNSF's reduction in air emissions anywhere in the South Coast Air Basin equivalent to the RL-3 goal for locomotives calling at SCIG

while on port properties through alternative means. RL-3 further establishes the goal that, by the end of 2015, all Class 1 switcher locomotives operating on port property will meet USEPA Tier 4 non-road standards. In September 2009, CARB adopted its "Staff Recommendations to Provide Further Locomotive and Railyard Emission Reductions"(CARB, 2009) which identified several high priority strategies for reducing emissions from locomotive operations in California, including providing support for the ports "to accelerate the turnover of cleaner Tier 4 line-haul locomotives serving port properties as expeditiously as possible following their introduction in 2015, with the goal of 95 percent Tier 4 line-haul locomotives serving the ports by 2020." Thus, with the assistance of the ports' regulatory agency partners and in concert with CARB's stated goals, measure RL3 will support the achievement of accelerating the natural turnover of the line-haul locomotive fleet.

This project condition was not quantified for mass emissions, air pollutant concentration or health risk benefit.

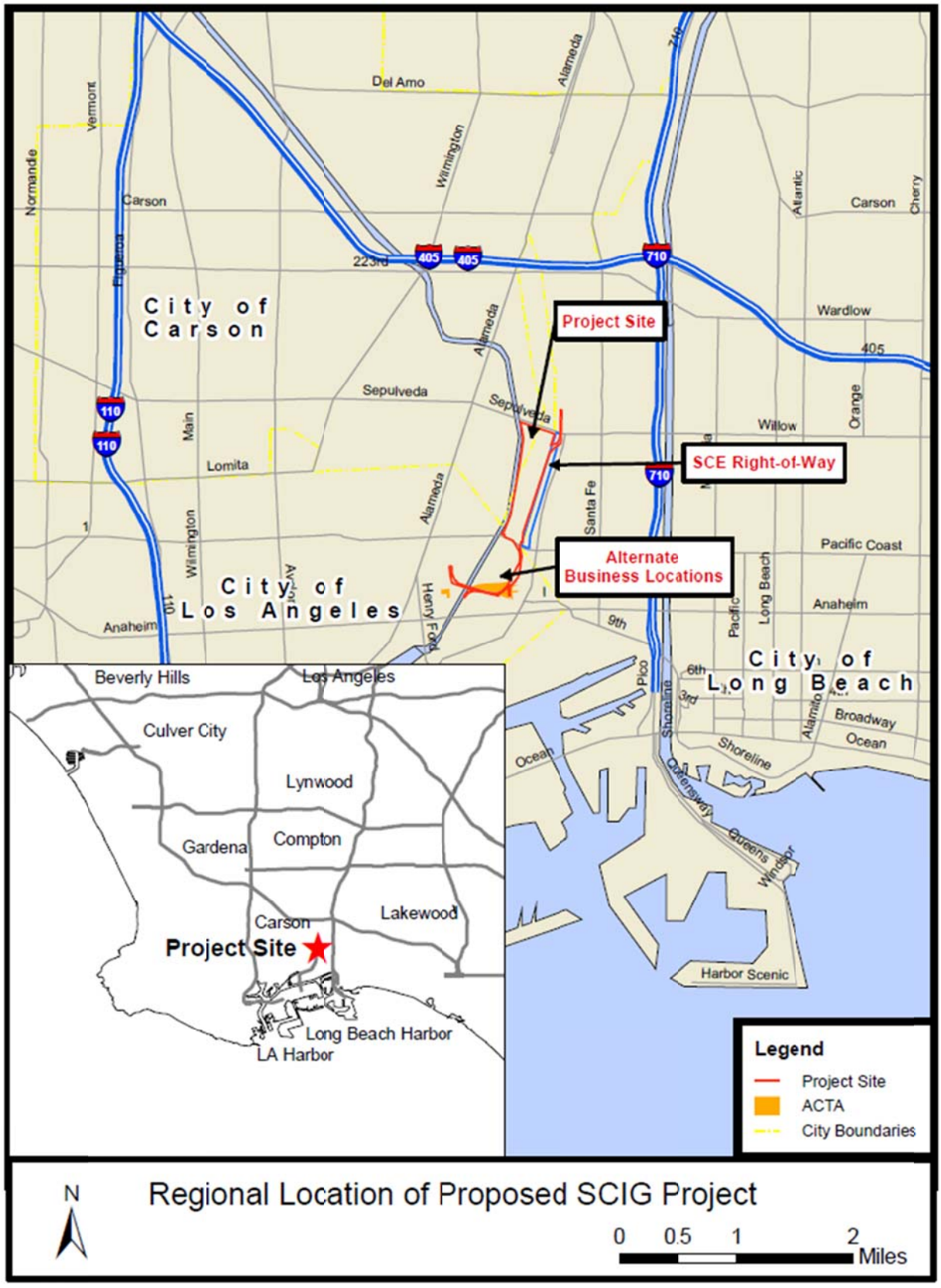
3.2.2 Changes Made to RDEIR Section 1

Section 1.1 Project Background

Section 1.1.1 Project Location and Brief Project Overview

Revise Figure 1-1 as shown below to indicate proposed new ACTA maintenance yard location

Figure 1-1. Regional location of proposed Project.



Section 1.1.5 San Pedro Bay Ports Cargo Growth and Port Capacity

Section 1.1.5.3 Intermodal Cargo Demand and Capacity

Revise reference note for Table 1-2 as follows:

Table 1-2. Containers Handled at the Ports of Los Angeles and Long Beach, by Mode, 2010.

Mode	TEUs (Millions)	Percent of Total
RAIL		
Direct Intermodal		
On-Dock	3.3	23.4%
Near-/Off-Dock *	1.6	11.3%
Subtotal Direct Intermodal	4.9	34.8%
Transload to Rail (eastbound) **	1.9	13.5%
Total Rail	6.8	48.2%
TRUCK	7.3	51.8%
TOTAL	14.1	100.0%

Source: Direct intermodal data from BNSF and UPRR provided to ports; Transloading of Marine Containers in Southern California ~~data from~~ (~~-~~Cambridge Systematics and Starboard Alliance ~~(~~2012)~~;~~
* Involves truck trips between ports and near/off-dock yards.
**Transload to Rail (eastbound) is estimated at 27% of loaded imports. These TEUs are first trucked to transload centers where the cargo is then transloaded to 53-foot containers, which are then trucked to rail yards for loading onto trains.

Section 1.6 Other Environmental Programs and Plans

Replace Section 1.6.3 with the following:

U.S. Environmental Protection Agency Locomotive Rule and Other Goals, Rules and Agreements Affecting Locomotives

In March 2008, the U.S. Environmental Protection Agency (EPA) finalized rules affecting locomotives which, among other requirements, ~~Pursuant to U.S. Environmental Protection Agency regulations, the locomotive rule~~ sets forth Tier 3 and Tier 4 emission standards for newly-built locomotives, provisions for clean switch locomotives, and idle reduction requirements for new and remanufactured locomotives. The rule will cut PM emissions from these engines by as much as 90 percent and NOx emissions by as much as 80 percent when fully implemented.

Specifically the Port's CAAP states that, by 2008, all existing Pacific harbor Line switch engines will be replaced with Tier 2 engines equipped with 15-minute idling limit devices, retrofitted with either diesel oxidation catalysts (DOCs) or diesel particulate filters (DPFs), and shall use emulsified or other equivalently clean alternative diesel fuels available. The CAAP also states that, by the end of 2011, the Pacific Harbor Lines will repower its Tier 2 switch locomotive engines with Tier 3-plus engines ~~and must use 15-minute idle limit devices~~to meet the Tier 3 NOx emission standard of 5.0 g/bhp-hr and Tier 4 PM emissions standard of 0.03 g/bhp-hr. ~~all diesel-powered~~

Class 1 switcher and line haul locomotives moving into and out of the ports are subject to the CARB 1998 and 2005 Class 1 railroads MOUs and the 2008 EPA locomotive engine standards. The 2005 MOU requires a phase-out of all nonessential idling by June 30, 2008, and that at least 80% of the fuel supplied to locomotives operating in California meet the specifications for ULSD fuel by December 31, 2006. The 1998 MOU requires that all Class 1 locomotives operating in the Southern California Air Basin will have a fleet average emissions equivalent to Tier 2 locomotive standards by 2010. It is forecasted in the Ports CAAP that, by 2023, all Class 1 locomotives entering the ports will meet emissions equivalent to Tier 3 locomotive standards. ~~helper locomotives entering Port facilities must be Tier 3, and must use 15-minute idle limit devices. In addition, after January 1, 2007 Class 1 switchers and helper locomotives must use ultra-low sulfur diesel (ULSD) fuels.~~

Tier 2 locomotives must be rebuilt to Tier 3 standards at the time of major overhaul starting no later than 2013 and continuing thereafter. ~~Beginning in 2012 and fully implemented by 2014, the fleet average for Class 1 long-haul locomotives calling at Port properties must be Tier 3 equivalent (Tier 2 equipped with diesel particulate filters (DPF) and selective catalytic reduction (SCR) or new locomotives meeting Tier 3) PM and NOx and will use 15-minute idle restrictors. Class 1 long-haul locomotives must operate on ultra low sulfur diesel (USLD) while on Port properties by the end of 2007.~~

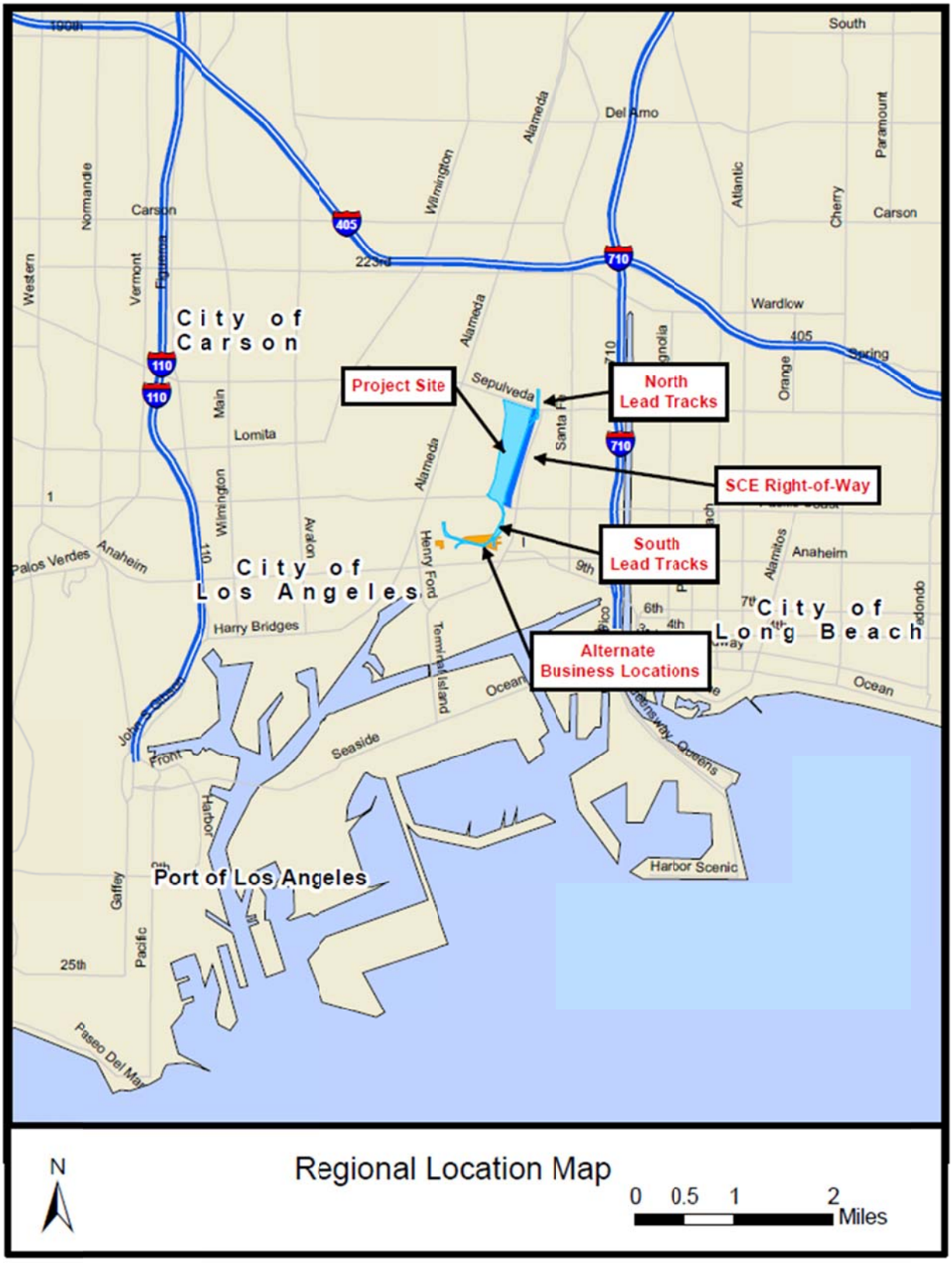
Finally, the EPA locomotive rule also requires locomotives built starting in 2015 to reach a ~~establishes long-term,~~ Tier 4~~,~~ standard~~s~~ which, at the time of the rulemaking, was ~~for newly-built engines~~ based on the application of high-efficiency catalytic after-treatment technology~~, beginning in 2015~~.

3.2.3 Changes Made to RDEIR Section 2 Project Description

Section 2.1 Introduction

Revise Figure 2-1 to indicate location of proposed new ACTA maintenance yard location as shown below.

Figure 2-1. Regional Location Map.

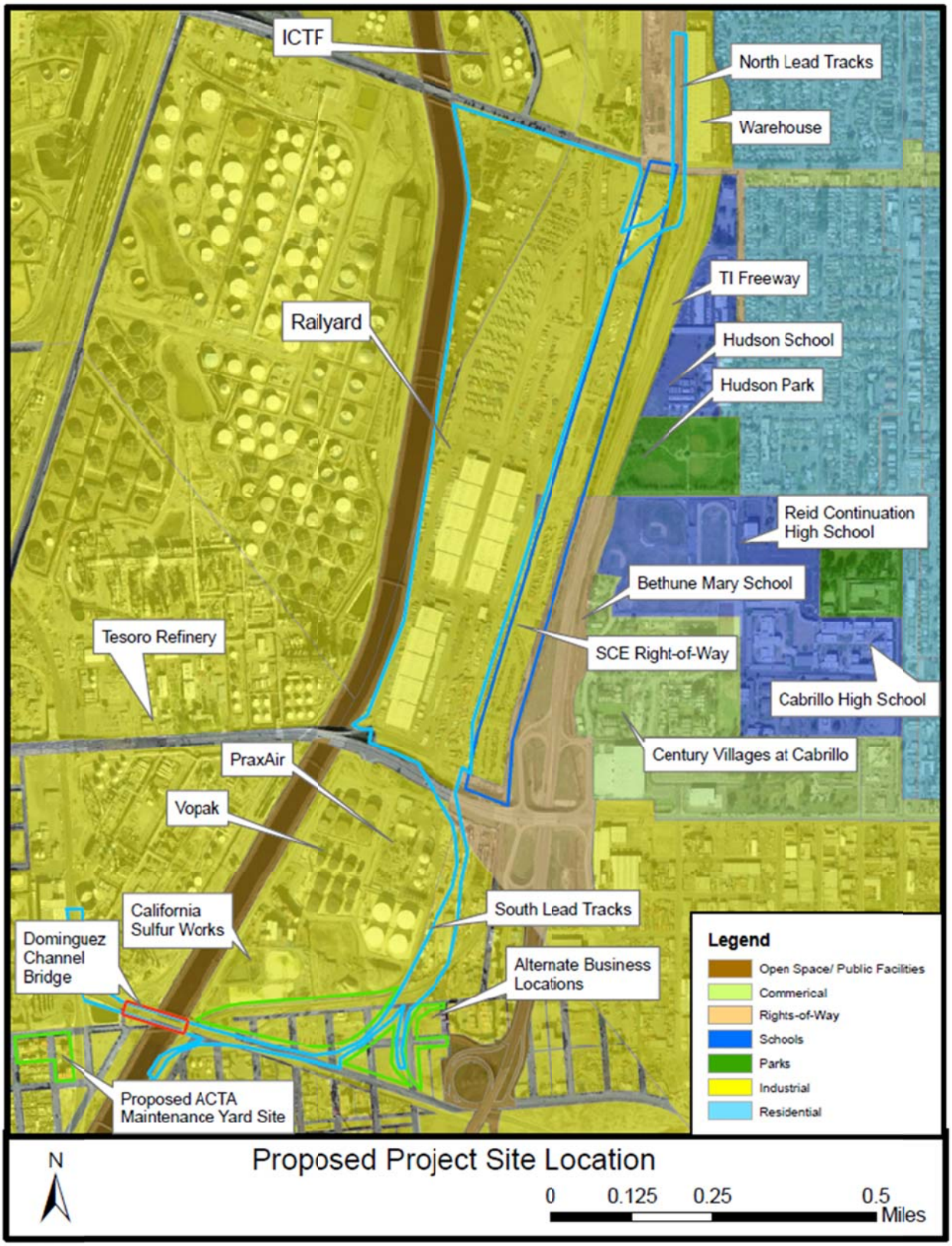


Section 2.2 Existing Conditions

Section 2.2.2 Project Setting

Revise Figure 2-2 to indicate proposed new ACTA maintenance yard location

Figure 2-2. Proposed Project Site Location.



Section 2.4 Proposed Project

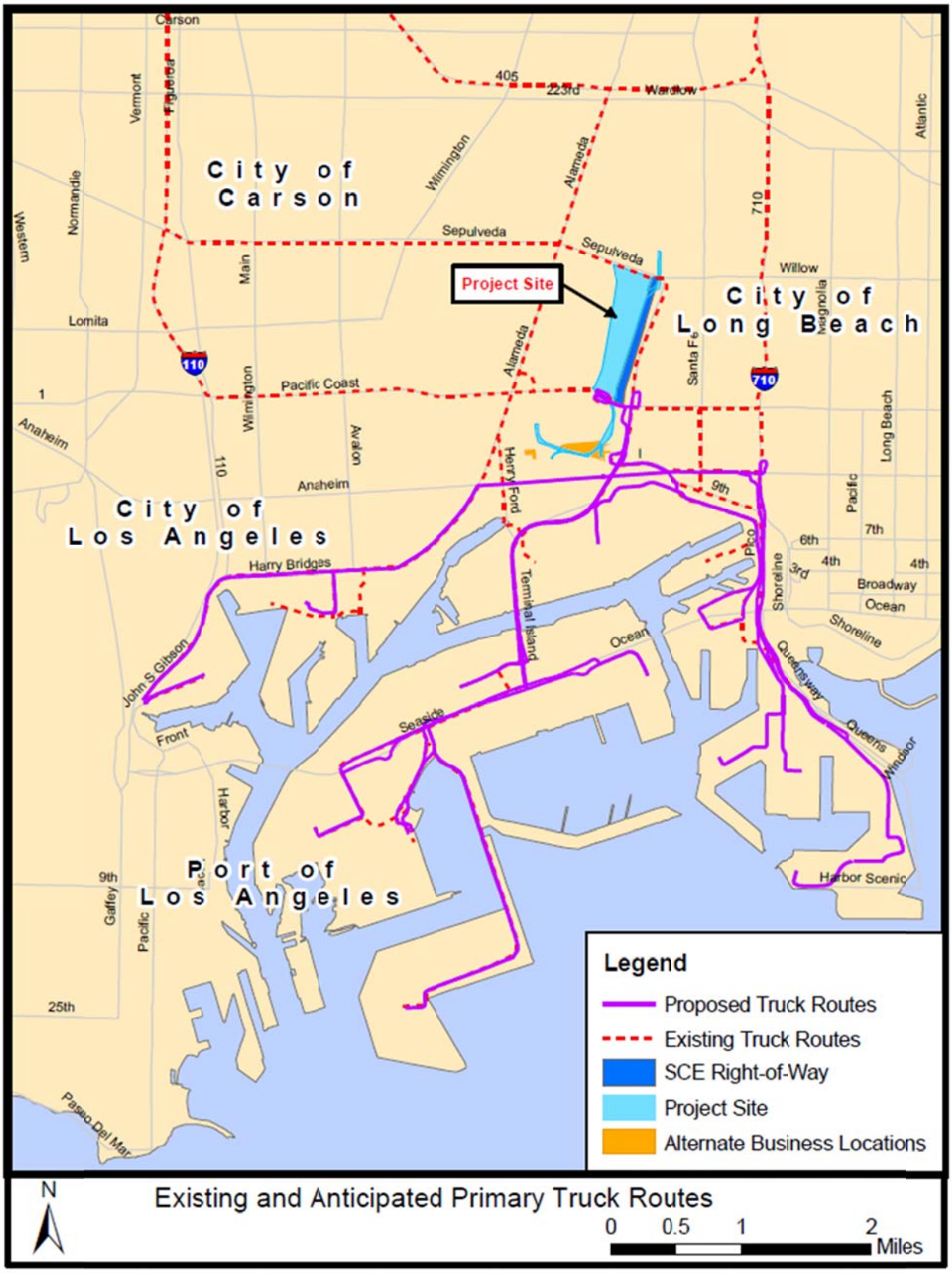
Section 2.4.1 Summary

Revise last paragraph as follows:

The Sheila facility is a locomotive mechanical shop that primarily supports operations at the nearby BNSF Hobart Railyard. Operations at the Sheila facility include, among other things, locomotive maintenance. This facility would continue to service ~~generally~~ the same volume of locomotives moving domestic and international cargo operating at the SCIG and Hobart railyards as it would if SCIG were not built.

Revise Figure 2-4 to indicate proposed new ACTA maintenance yard location

Figure 2-4. SCIG Designated Truck Routes.



Section 2.4.2 Proposed Project Elements

Section 2.4.2.1 Property Acquisition and Disposition of Businesses

Revise 3rd and 4th paragraphs as follows:

2.4.2.1 Property Acquisition and Disposition of Businesses

Potential alternate locations for a portion of Fast Lane Transportation, the ACTA maintenance yard, and a portion of California Cartage operations are depicted in Figure 2-5. The ACTA maintenance yard would move to an approximately ~~4~~2.5-acre site ~~just~~ west of the Dominguez Channel. The location of the ACTA site has been slightly revised since the preparation of the RDEIR analysis. However, this change of location is minor and is assumed to have no effect on the results of the environmental analyses under each resource area as analyzed in Chapter 3. This analysis assumes that Fast Lane would move a portion of its operations from within the area of the South Lead Track to an approximate 4.5-acre site just southwest of its current location. Fast Lane would continue to maintain its operations (including the subtenant California Carbon) on the remaining parcels it owns or occupies outside of the South Lead Track area, estimated at approximately 24.5 acres; those parcels are not part of the proposed Project. The 4.5-acre site that Fast Lane is assumed to occupy includes access roads and a rail line. In this analysis the roads are assumed to remain active and in use in order that Fast Lane and other businesses in the immediate vicinity have access to their sites. The rail line, which connects the Long Beach Lead Track to the San Pedro Branch, would also remain active. These features could affect the amount of land available for business operations within the site as a whole. However, this analysis assumes, in order to be conservative, that the maximum amount of land would be 4.5 acres.

This analysis assumes that California Cartage would move a portion of its operation to a 10-acre site where the current ACTA maintenance yard is located near the South Lead Track area. Currently, access to this site is via roads through the 4.5-acre parcel described above. Once the South Lead Track is constructed, this site would be entirely surrounded by active rail lines; BNSF has represented that ~~the current~~ access would be ~~modified to cross~~ provided across an at-grade crossing over the South Lead Track. Accordingly, although the site would likely experience some access constraints due to rail activity, this analysis assumes that business operations could occur on the 10-acre site. Within the SCE corridor, California Cartage is also assumed to maintain the property it currently leases from SCE, which is estimated to be 19 acres.

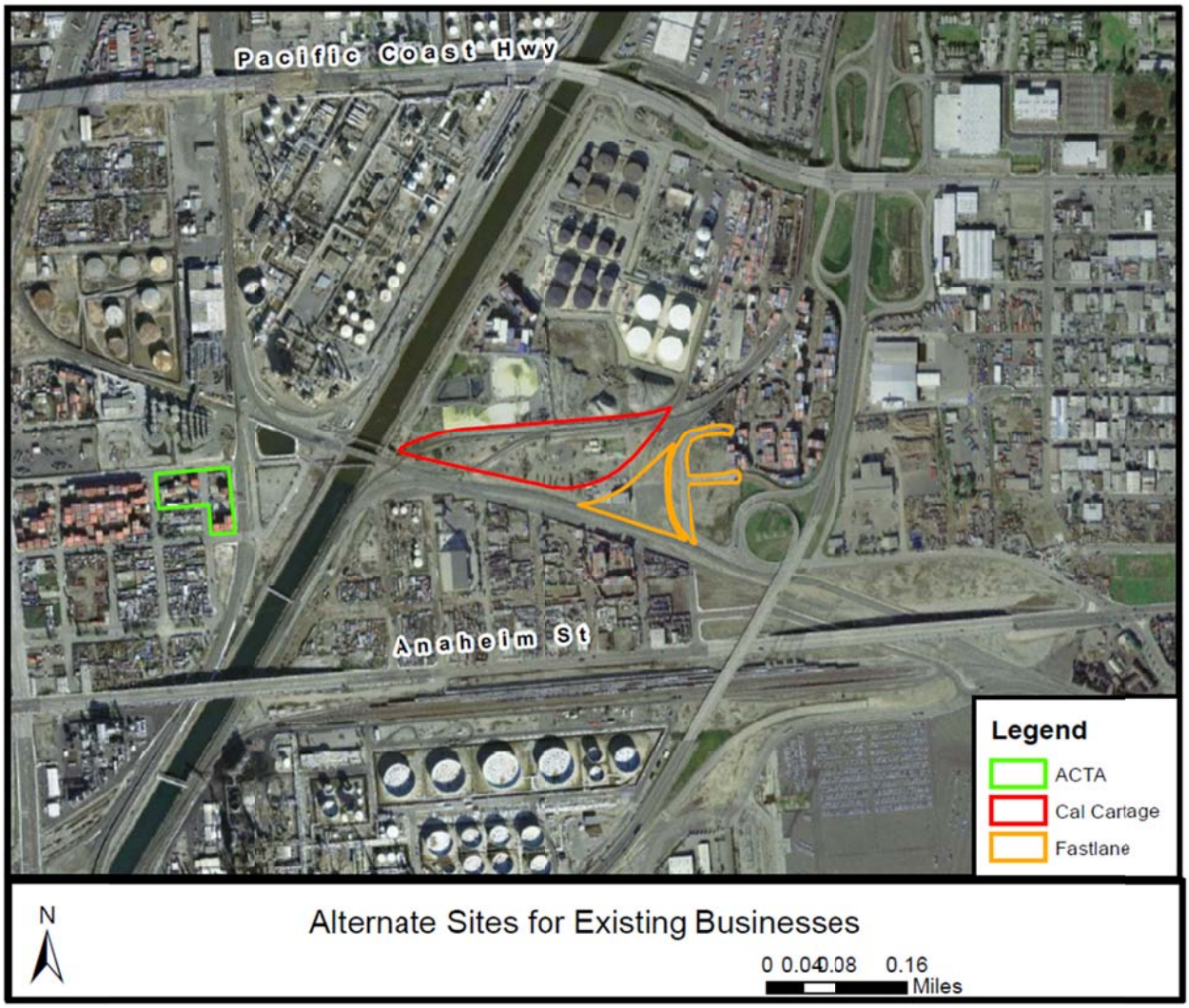
Revise Table 2-3 as follows:

Table 2-3. Disposition of Existing Businesses.

Business Name	Site Location and Operations
California Cartage	Move to 10-acre site south of PCH currently occupied by the ACTA maintenance yard and maintain 19-acre parcel currently leased from SCE. Operations reduced by 72% based on acreage.
ACTA Maintenance Yard	Move to ~~vacant 4~~undeveloped 2.5-acre site west of the Dominguez Channel. No change to activity.
Fast Lane Transportation	Move a portion of its operations to a vacant 4.5-acre site immediately southwest of current location. Operations on remaining 24.5 acres stay the same (including subtenant operations by California Carbon). No change to activity.
Total Intermodal Services	Displaced from Project site; no alternate location identified as part of the Project.
Three Rivers Trucking	Displaced from Project site; no alternate location identified as part of the Project.
Flexi-Van	Displaced from Project site; no alternate location identified as part of the Project.
San Pedro Forklift	Displaced from Project site; no alternate location identified as part of the Project.
LA Harbor Grain Terminal/Harbor Transload	Displaced from Project site; no alternate location identified as part of the Project.

Revise Figure 2-5 to indicate proposed new ACTA maintenance yard location as shown below.

Figure 2-5. Potential Alternate Sites for Businesses.



Section 2.4.2.2 New Railyard

Revise the "Storage Tracks" section as follows:

Storage Tracks. Two parallel 4,000-foot-long storage tracks would run along the eastern edge of the railyard, parallel to the existing ports-owned San Pedro Branch tracks, from one of the south lead tracks to the north lead tracks. The eastern edge of the railyard would be on the western edge of the SCE right of way. The storage tracks would therefore be inside the railyard, and thus no less than 600 feet from any sensitive use.

3.2.4 Changes Made to RDEIR Section 3.1 Aesthetics/Visual Resources

Section 3.1.2 Existing Environmental Setting

Section 3.1.2.3 Existing Conditions from Key Viewing Locations

Section 3.1.2.3.1 Key Viewpoint 1 – View from Pacific Coast Highway

Revise description as follows:

Sensitivity for views from PCH is low:

- PCH in this location is not designated as a scenic route or highway by any local or state agency; and
- PCH primarily serves heavy container truck routes and commuter traffic. Truck routes carry cargo to and from the San Pedro Bay Ports and deliver cargo for transfer to rail lines in the Project area.

PCH carries high volumes of heavy container truck traffic as well as vehicular traffic and is a key road for the route leading to and from the Port. Motorists are the main viewer group for Key View Point 1. Motorists traveling along adjacent roads typically have a high awareness of the proposed Project; however, the view of the proposed Project site is short in duration. The visual character of this existing view is consistent with the heavy industrial use of the surrounding area to the north, south and west of the proposed Project site. The existing view creates a coherent appearance and constant congruence with these surrounding heavy industrial uses. Depending on atmospheric conditions, distant mountains are occasionally visible to passing motorists.

Views of the Project site from the segment of PCH immediately adjacent to the Project site are represented by the photograph in Figure 3.1-2. The parking lot and large transmission lines dominate the view. Shipping containers are stored and stacked on-site. Aboveground utility poles and warehouses are also visible. Although Figure 3.1-2 shows mountains in the background of the view, that condition is not common as those views are variable depending on atmospheric conditions such as haze. The more common experience at this location is a viewshed parallel with PCH in the direction of travel which consists of a flat industrial/commercial landscape.

Views from the southwest and southeast of the Project site are not common; given the constrained and brief views of the proposed Project area from these areas, those views are not considered to be critical and are not dealt with further.

Section 3.1.4 Impacts and Mitigation Measures

Section 3.1.4.3 Impacts and Mitigation

In 2nd paragraph, revise description of Impact AES-1 as follows:

Impact AES-1: The proposed Project would ~~not~~ cause a substantial degradation of the existing visual character or quality of the site and its surroundings.

Revise 5th paragraph as follows:

The visual simulation of the proposed Project based upon Key View 1, from PCH looking north towards the Project site, is shown in Figure 3.1-13. As shown, the proposed Project would introduce a new visual feature in the view. However, the visual characteristics of the proposed Project would be consistent with the existing industrial character of the Project area. In addition, the proposed Project would interrupt north-facing views of mountains in the distance; however, as described in Section 3.1.2, the mountains are not usually visible and are therefore not a common feature of the view. Furthermore, this view is not protected by applicable planning documents and is currently interrupted by electrical transmission towers and lines in the Project area. The structures to be constructed at the alternate sites and the future uses at those sites would be similar to the structures in the general area (warehouses, office buildings, and maintenance facilities), and would not introduce discordant elements into the scene.

3.2.5 Changes Made to RDEIR Section 3.2 Air Quality and Meteorology

Section 3.2.2 Environmental Setting

Section 3.2.2.2 Criteria Pollutants and Air Monitoring

In section "Local Air Monitoring Levels", revise 2nd paragraph as follows:

USEPA designates all areas of the United States according to whether they meet the NAAQS. A nonattainment designation means that a primary NAAQS has been exceeded more than once per year in a given area. USEPA currently designates the SCAB as an "extreme" nonattainment area for both1-hour ozone~~, a nonattainment area for~~ and 8-hour ozone, a "serious" nonattainment area for PM_{10}, a nonattainment area for $PM_{2.5}$, and a maintenance area for CO[1]. The SCAB is in attainment of the NAAQS for SO_2, NO_2, and lead (USEPA, 2012). States with nonattainment areas must prepare a State Implementation Plan (SIP) that demonstrates how those areas will come into attainment.

In section "Local Air Monitoring Levels", revise 8th paragraph as follows:

Pollutant sampling data for the most recent three years (May 2008 through April 2011) from the Port monitoring program are available. The data are summarized in Table 3.2-3. Data collected concurrently at the SCAQMD North Long Beach monitoring station are also presented for comparison. SCAQMD air monitor studies conducted at Hudson School are summarized below. Hudson School is identified as a sensitive receptor for which health risk impacts are evaluated appropriately in Section 3.2.4. ~~.~~ The table shows that for PM_{10}, annual average concentrations at the Port Monitoring Sites are lower than the North Long Beach station, and 24-hour average concentrations at the North Long Beach station are lower than at the Port Wilmington Community Site and higher than at the Port Coastal Boundary Site. North Long Beach station concentrations are higher than those at the Port Monitoring Sites for 8-hour average ozone, and 24-hour and annual $PM_{2.5}$. For 1-hour average ozone, concentrations at the North Long Beach station are lower than at the Port Wilmington Community Site and the Port Source-Dominated Site and higher than at the Port Coastal Boundary Site and the Port San Pedro Community Site.

Revise Section on "Toxic Air Contaminants" as follows:

Toxic Air Contaminants

Toxic Air Contaminants (TACs) are identified and their toxicity is studied by the Office of Environmental Health Hazard Assessment (OEHHA). TACs are compounds that are known or suspected to cause short-term (acute) and/or long-term (chronic non-carcinogenic or carcinogenic) adverse health effects. Examples of TAC sources within the SCAB include industrial processes, dry cleaners, gasoline stations, paint and solvent operations, and fossil fuel combustion sources.

[1] The SCAB has been achieving the federal 1-hour CO air quality standard since 1990, and the federal 8-hour CO standard since 2002. Effective June 11, 2007, the U.S. EPA redesignated SCAB as in attainment for CO. A redesignation to attainment has already been made for the state CO standards.

The SCAQMD determined in the Multiple Air Toxics Exposure Study II (MATES II) that about 70 percent of the background airborne cancer risk in the SCAB is due to particulate emissions from diesel-powered on- and off-road motor vehicles (SCAQMD, 2000). The higher risk levels were found in the urban core areas in south central Los Angeles County, in Wilmington adjacent to the Port, and near freeways.

In 2008, the SCAQMD released the final Multiple Air Toxics Exposure Study III (MATES III) (SCAQMD, 2008). MATES III determined that diesel exhaust remains the major contributor to air toxics risk, accounting for approximately 84 percent of the total risk. Compared to the MATES II study, the MATES III study found a decreasing population-weighted risk for air toxics exposure. The MATES III analysis, completed based on 2005 data and released in 2008, also found that the Ports area experienced an increase in risk relative to MATES II. However, since the MATES III analysis was released, the Ports of Los Angeles and Long Beach have implemented aggressive DPM emission reduction programs through the San Pedro Bay Ports Clean Air Action Plan in order to reduce Ports area health risk.

~~In 2008, the SCAQMD released the final MATES III study (SCAQMD, 2008). Mates III determined that diesel exhaust remains the major contributor to air toxics risk, accounting for approximately 84 percent of the total risk. Compared to the MATES II study, the MATES III study found a decreasing risk for air toxics exposure, with the population-weighted risk down by 30 percent from the analysis in MATES II (SCAQMD, 2008).~~

Furthermore, a CARB report titled *Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach* indicates that the Ports contributed approximately 21 percent of the total diesel PM emissions in the air basin during 2002 (CARB, 2006a). These emissions are reported to result in elevated cancer risk levels over the entire 20-mile by 20-mile study area. Since the completion of the study, there have been significant reductions in diesel emissions including those outlined in the CAAP and the Clean Truck Program.

In 1999, the SCAQMD established an air monitoring network in the Greater Long Beach/Wilmington area to evaluate the efficacy of an amendment to Rule 1158 (pertaining to the storage, handling, and shipment of petroleum coke, coal, and sulfur) in reducing particulate matter concentrations. From 1999 to 2004, the SCAQMD conducted semi-annual sampling at four air monitoring stations in the region: Hudson School, Wilmington Child Care, Edison Elementary, and the Long Beach Network Station. The agency reported the results of measurements of PM10 and elemental carbon (EC) from these sampling efforts in a series of 11 reports (http://www.aqmd.gov/tao/Rule1158Studies.htm). The last (eleventh) report in the SCAQMD series provides a summary of the agency's findings over the five year period in question. The findings of the SCAQMD (2005) included the observation that "the current and previous monitoring studies indicate that higher PM10 and EC concentrations are measured at the Hudson School site than any other study sites, and measurements are often higher compared to most of the SCAQMD network sites for PM10. During this study the average EC at Hudson School (7.0 µg/m3) was 59% higher than any other study site. The two closest SCAQMD network sites that have measurements of EC, Central Los Angeles and Long Beach, reported concentrations of 2.7 µg/m3and 3.6 µg/m3, respectively."

For comparison, the MATES III study (SCAQMD, 2008) measured PM10 and EC concentrations at 8 to 10 sites in the South Coast Air Basin over a two-year period. The MATES III site of West Long Beach is closest to the Rule 1158 study sites, and had

average and maximum PM10 concentrations that ranked fifth or fourth highest amongst the sites (e.g., average of 32.83 and 35.06) depending on the year. Average levels of EC at the West Long Beach site were the highest from all MATES III monitoring sites, and in year two of the MATES study, this station also had the highest measured levels of EC (9.02 $\mu g/m^3$).

As discussed in Section 1.6.1, the Port, in conjunction with the Port of Long Beach, has developed CAAP that targets all emissions, but is focused primarily on TACs. The Port has also developed the Sustainable Construction Guidelines as discussed in Section 3.2.3.5 to reduce emissions, including TACs, from construction. Additionally, all major development projects will include a Health Risk Assessment to further assess TAC emissions and to target mitigation to reduce the impact on public health.

Insert new section on Diesel Particulate Matter immediately following "Toxic Air Contaminants" section as follows:

Diesel Particulate Matter

Since the 1980's, various studies and scientific bodies have examined the potential for exposure to DPM to induce cancer. In 1989, the International Agency for Research on Cancer (IARC) classified diesel exhaust as probably carcinogenic to humans (Group 2A) (IARC, 1989). In 1990, the State of California identified diesel particulate matter (DPM) as a chemical "known to the State to cause cancer" (see OEHHA, 2012), and further classified DPM as a "toxic air contaminant' in 1998 (CARB, 1998). The State's classification of DPM as a toxic air contaminant was accompanied by calculation of an inhalation unit risk factor (URF) following an analysis of available exposure-response studies. That URF is still considered valid by OEHHA, and was used in the present analysis to calculate cancer risk associated with exposures to DPM. In 2003, the USEPA concluded that while "while the weight-of-evidence indicates that DE [DPM] has the potential to pose a lung cancer hazard to humans at anticipated levels of environmental exposure, as shown by occupational epidemiology studies, a confident dose-response relationship based on occupational exposure levels is currently lacking." Due to the agency's belief that adequate dose-response data on DPM were not available, the USEPA did not develop a URF for DPM.

In early 2012, two scientific studies were released which provided evidence that exposure to DPM from heavy diesel engines may increase the risk of dying from lung cancer (Attfield et al., 2012; Silverman et al., 2012). These studies examined diesel exhaust exposures of workers in eight underground non-metal mines. Exposures to respirable elemental carbon (REC, a surrogate for DPM) were estimated using several different methods designed to yield consistent quantitative estimates of historical DPM exposure. The studies controlled for smoking and other confounding variables. The Attfield et al. (2012) study of over 12,000 workers reported an increased risk of lung cancer mortality with increasing REC exposure in underground workers. The smaller study (198 workers) of Silverman et al. (2012) reported a statistically-significant exposure-response relationship between historical DPM exposure and lung cancer, as well as an increasing trend in risk with exposure for both average REC intensity and cumulative REC. These and other epidemiologic studies led the IARC (Benbrahim-Tallaa et al., 2012; IARC, 2012) to conclude that there is support for a "causal association between exposure to diesel-engine exhaust and lung cancer." Further, "an increased risk for bladder cancer was also noted in many but not all available case-control studies". The Working Group of the IARC concluded that there was "sufficient evidence" in humans for the

carcinogenicity of diesel-engine exhaust, a conclusion that led the IARC to classify diesel exhaust as Carcinogenic to Humans (Group 1) (IARC, 2012).

Revise section on "Ultrafine Particles" as follows:

Ultrafine Particles

~~Ultrafine particles are addressed by standards for $PM_{2.5}$ and PM_{10}, and are addressed by toxicity factors used for DPM. Research is continuing.~~ Ultrafine particles (UFPs) are a component of PM that are 0.1 microns or smaller in size. UFPs are formed usually during combustion of the fuel, such as when diesel fuel is used. With gasoline and natural gas (liquefied or compressed) fuels, the UFPs are derived mostly from the burning of lubricant oil. UFPs are emitted directly from the tailpipe as solid particles (soot – elemental carbon and metal oxides) and semi-volatile particles (sulfates and hydrocarbons) that coagulate to form particles. UFPs are not currently regulated by federal, state, or local authorities, in part because their distribution is subject to large geographical and temporal variation. Because of their relatively greater surface area to mass ratio and their extremely small size, they behave differently in ambient air and in the human body from the larger PM species. For example, Sioutas et al 2002 (as cited by the ARB, 2003) demonstrated that freshly emitted UFP concentrations do not correlate well with $PM_{2.5}$ or PM_{10} concentrations.

There is published evidence that UFPs may have toxicologic effects that are distinct from $PM_{2.5}$ or PM_{10}. The research regarding UFPs suggests UFPs might have a disproportionate impact on human health than the larger PM_{10} and $PM_{2.5}$ particles (termed fine particles) due to size and shape. Because of the smaller size, UFPs are able to penetrate deep into the lung. Although the mechanism of transport is not well-established, UFPs have also been shown to rapidly enter the blood stream following inhalation (Nemmar et al. 2001, 2002) and are able to enter individual cells. UFPs may impact pulmonary and cardiac function directly through inflammatory and oxidative reactions (Hiura et al. 1999, Simkhovich et al. 2008). Studies have also suggested that organic chemicals adsorbed on the UFPs surface lead to cellular damage; effects may involve chronic inflammation, oxidative stress, and mitochondrial damage (Li et al. 2003, Xia et al. 2004).Recent studies have found that UFPs may also pose a risk to cardiovascular health, particularly in at-risk individuals, and may be a risk-factor for heart arrhythmias (University of California, Los Angeles [UCLA], 2010).

The University of Southern California (USC), in collaboration with CARB and California Environmental Protection Agency (Cal/EPA), released a study in April 2011 investigating UFP concentrations within communities in Los Angeles, including the port area of San Pedro and Long Beach (USC, 2011). The study found that UFP concentrations vary significantly near the Ports (a major UFP source) and therefore substantiated concerns about the applicability of using centrally-located UFP concentrations for estimating population exposure.

Additional UFP research primarily involves roadway exposure. Studies suggest that over 50 percent of an individual's daily exposure is from driving on highways (Fruin, et al, 2004). Levels appear to drop off rapidly as one moves away from major roadways (Zhu et al, 2002a and 2002b). Little research has been done directly on locomotives and off-road vehicles. Work is being done on filter technology, including filters for locomotives, as part of the technology development of Tier 4 locomotives. The Port began collecting UFP data at its four air quality monitoring stations in late 2007 and early 2008. The Port actively participates in the CARB testing at the Port and will comply with all future

regulations regarding UFPs. Finally, measures included in the CAAP aim to reduce all emissions Port-wide.

Section 3.2.4 Impacts and Mitigation Measures

Section 3.2.4.1 Methodology

Revise 2nd paragraph of Trains and Rail Yard Equipment as follows:

SCIG line-haul locomotive emission factors were modeled using fleet forecasts through 2019 from the 1998 Fleet Average Agreement between CARB and the Class I railroads, and the EPA national locomotive fleet forecast for all years after 2019. Emissions from SCIG on-site line-haul locomotives were modeled using a detailed layout of track segments, a plan of assumptions for the movement of locomotives along track segments provided by the applicant, detailed duty cycle modeling to determine time-in-notch for each track segment, and emissions factors by locomotive notch setting. Locomotives entering the facility will shut down three of the four engines per locomotive consist. All emissions analysis of movements of the linehaul locomotives in breaking down arriving trains and building departing trains assume that only one of four engines per locomotive is operational. The remaining three engines are only restarted immediately prior to departure of trains from the facility. All linehaul locomotives are assumed to be equipped with Automatic Engine Start Stop (AESS) technology, which was assumed to limit idling time for any single location to 15 minutes, after which the AESS will cause the engine to shut down. For locomotives moving through the facility, the analysis assumed locomotives would idle for 2 minutes at any switch location, for 10 minutes for any train coupling or decoupling, for 10 minutes for any charging of brakes, and for 15 minutes for any start up or shut down of locomotive linehaul consists. The emission factors for each mode and notch setting were derived from various locomotives models from actual test data of locomotive engines, published in the "Port of Oakland 2005 Seaport Air Emissions Inventory, Prepared for Port of Oakland, March 14, 2008 (POAK, 2008). The particulate matter emission factors published in the Port of Oakland study are identical to those used in the ARB Railyard Emissions Inventories (ARB, 2011f), but hydrocarbon, carbon monoxide, and oxides of nitrogen emissions and fuel consumption rates are also available in the Port of Oakland publication.

Section 3.2.4.3 Impacts and Mitigation

Revise MM AQ-2 and associated footnotes as follows:

MM AQ-2: Fleet Modernization for On-Road Trucks.

- ~~Trucks used in construction will be required to comply with EPA Standards as described below. These standards were quantified and included in the mitigated construction emissions in Tables 3.2-15 and 3.2-16:~~

1. Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property. This is not quantified in the mitigated construction emissions.
2. Idling will be restricted to a maximum of 5 minutes when not in use. This is not quantified in the mitigated construction emissions.
3. USEPA Standards (These standards were not quantified in the RDEIR; however, further reductions are expected.)

- For On-road trucks with a gross vehicle weight rating (GVWR) of at least 19,500 pounds: Comply with USEPA 2010 on-road emission standards for PM10 and NOx (0.01 grams per brake horsepower-hour (g/bhp-hr) and 0.2 g/bhp-hr or better, respectively).

~~a. On-Road Trucks except for Import Haulers and Earth Movers: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2007 on-road emission standards for PM10 and NOx (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively).~~

~~b. For Import Haulers[2] Only: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt to and from the construction site via public roadways at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).~~

~~c. For Earth Movers3 Only: From January 1, 2012 on: All heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt within the construction site at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).~~

A copy of each unit's certified EPA rating and each unit's CARB or SCAQMD operating permit, will be provided at the time of mobilization of each applicable unit of equipment.

- ~~Trucks hauling material such as debris or any fill material will be fully covered while operating off-Port property. This mitigation measure was not quantified in the mitigated construction emissions.~~

- ~~Idling will be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions.~~

Revise 3rd paragraph under Impact AQ-4 as follows:

Tables 3.2-28 and 3.2-29 present the maximum offsite ground level concentrations of criteria pollutants estimated for the Project operations, including alternate business locations operations, without mitigation. Table 3.2-28 indicates that the maximum 1-hour NO_2 concentration, ~~1,047~~990 µg/m^3, would exceed the SCAQMD significance threshold of 338 µg/m^3. The annual NO_2 concentration, 67 µg/m^3, would exceed the SCAQMD significance threshold of 56 µg/m^3. The 98th percentile 1-hour NO_2 concentration, ~~944~~ 660 µg/m^3, would also exceed the national ambient air quality standard (NAAQS) of 189 µg/m^3, a standard not yet adopted as a threshold of significance by SCAQMD. The NAAQS standard is based on the 8th highest daily maximum. Figures 3.2-2 to 3.2-3 show the regions where the 1-hour and annual ground level NO_2 concentrations for the unmitigated Project exceed the significance thresholds.

Correct typographical error in the word "three" in last paragraph under Impact AQ-4 as follows:

~~[2] Import Haulers are defined as all trucks hauling dirt to and from the construction site via public roadways.~~

~~[3] Earth Movers are defined as all trucks moving and/or working in dirt within the construction site (i.e. trucks are confined to the construction site and do not regularly enter or exit public roadways.~~

Table 3.2-29 indicates that the maximum 24-hour PM_{10} concentration of 9.1 µg/m^3 would exceed the SCAQMD significance threshold for operational concentrations of 2.5 µg/m^3 and that the annual PM_{10} concentration of 6.2 µg/m^3 would exceed the SCAQMD significance threshold of 1.0 µg/m^3. The maximum 24-hour $PM_{2.5}$ concentration of 4.5 µg/m^3 would exceed the SCAQMD significance threshold for operation of 2.5 µg/m^3. However, it should be noted that there are only three receptors that are over the SCAQMD threshold for PM2.5. The maximum is located on the railroad tracks, just south of the alternate site for Fast Lane. The other two are on the newly constructed tracks which run between the alternate sites for Fast Lane and Cal Cartage. Figures 3.2-4 and 3.2-5 show the regions where the 24-hour and annual ground level PM_{10} concentrations for the unmitigated Project minus baseline exceeds the significance thresholds. Figure 3.2-6 shows the regions where the 24-hour ground level $PM_{2.5}$ concentration for the unmitigated Project minus baseline exceeds the significance thresholds.

Update reference in next to last sentence of 6th paragraph under Impact AQ-7 as follows:

The residential cancer risk estimates are based on an 80th percentile breathing rate, which has been identified by OEHHA and the CARB as providing health-protective estimates of exposure and risk for residential receptors (CARB, 2003a).

Remove footnote (g) to Table 3.2-33 under Impact AQ-7 as follows:

~~g) The No Project Increment represents the Project minus the No Project scenarios.~~

Revise subsection Mitigation Measures under Impact AQ-7 as follows:

Mitigation Measures **MM AQ-1** to **MM AQ-~~3~~ 2** applied in Impact AQ-1 would reduce the impacts from the proposed Project by reducing emissions from construction equipment operating at the Port pursuant to LAHD Construction Guidelines. In addition to the construction mitigation measures, other mitigation measures to reduce Project health risk impacts include the use of low-emission drayage trucks and periodic review of new technologies:

Revise footnote (f) in Table 3.2-35, as follows:

f) The cancer risk values reported in this table for the residential receptor are based on the 80th percentile breathing rate. The risks associated with the 65th percentile (average) breathing rate will be less than these values. The risks associated with the 95th percentile (high end) breathing rate are ~~62~~ 13 x 10^{-6} for the Project impact, ~~740~~ 44 x 10^{-6} for the floating baseline impact, and ~~209~~0.3 x 10^{-6} for the floating increment.

Section 3.2.5 Consideration of Project Conditions Subject to Approval

Revise PC AQ-11 as follows:

PC AQ-11. Zero Emission Technologies Demonstration Program

This project condition would require BNSF to work with the Port of Los Angeles to advance zero emission technologies, consistent with the Port's 2012-2017 Strategic Plan objective for the advancement of technology and sustainability, as follows:

- Provide match funding to the Clean Air Action Plan Technology Advancement Program (TAP) zero emissions programs in an amount equal to that provided by the

Port of Los Angeles up to a maximum of $3 million for purposes of zero emission drayage truck, cargo handling equipment, and proof-of-concept rail technologies demonstration.

- Agree to an expeditious phase in of zero emission drayage trucks and other zero emission technologies into the specification for vehicles serving SCIG operations ~~based on~~ following a determination of technical and commercial feasibility made by the Ports of Los Angeles and Long Beach Boards of Harbor Commissions consistent with criteria developed by the TAP Advisory Committee (TAP AC) in consultation with the project applicant and approved by the Ports of Los Angeles and Long Beach Boards of Harbor Commissions. In making any finding of technical and commercial feasibility, the Ports shall determine that such equipment or technology:
    - is commercially practicable;
    - has been successfully tested in similar conditions;
    - has been operationally proven in similar revenue service; and
    - is available in sufficient quantities to meet any such requirement.

The phase-in shall:

- Occur at a rate recommended by the TAP AC consistent with the feasibility criteria;
- Be approved by the Ports of Los Angeles and Long Beach Board of Harbor Commissions consistent with the feasibility criteria; and
- Lead to the requirement that only zero emission drayage trucks would operate at the SCIG facility.

Long-term goal: All drayage trucks operating at the SCIG facility shall be 100% zero emissions by the end of 2020.

- Participate in a zero emissions technologies industry stakeholder group that would assist in the development of technical and commercial criteria for determination of feasibility of zero emission equipment, and advise and support demonstrations of zero emission drayage truck, cargo handling equipment, and proof of concept rail technologies in port-related operations as coordinated and directed by staff of the two ports through the TAP.
- Such demonstrations shall be performed using an appropriate railyard identified by the TAP until such time that SCIG is built, and thereafter BNSF shall allow zero emission technologies tested under the TAP zero emissions program to operate using the SCIG facility once it is constructed. BNSF shall allow TAP representatives access into portions of the SCIG facility where the zero emission equipment is being tested for the purpose of test evaluation, all subject to reasonable notice, compliance with the BNSF safety and operational rules, and without interference with facility operation.
- Criteria for evaluation of the results of all demonstrations shall be developed by the TAP AC in consultation with the project applicant regarding any equipment to be serving the SCIG facility and submitted for approval to the Ports of Los Angeles and Long Beach Board of Harbor Commissions. Such criteria shall include, but not be limited to: technical practicability, commercial reasonableness, operationally proven, and commercial availability. Evaluation of the results of demonstration testing shall

be performed by the TAP~~.~~ in conjunction with the applicant. Recommendations regarding the technical and commercial feasibility of these vehicles shall be presented by the TAP to the Ports of Los Angeles and Long Beach Board of Harbor Commissions for approval.

Near-term goal: The TAP will develop an action plan by 2014 that outlines key strategies for the advancement of zero emission drayage trucks, including all criteria for evaluation of technical, commercial and operational feasibility, and identification of an appropriate railyard to support zero emission drayage truck demonstration projects starting in 2015.

Near-term and long-term goal: Starting in 2015, the TAP shall conduct periodic evaluations of zero emission truck demonstrations on a reoccurring basis at least every two years until such time that the Ports of Los Angeles and Long Beach Board of Harbor Commissioners determine that the vehicles are technically and commercially feasible. The results of the regular evaluations shall be documented, including the analysis and conclusions as verified by the TAP, and shall be presented to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners.

Section 3.2.6 Mitigation Measure Monitoring and Tracking

Revise entry for MM AQ-2 in Table 3.2-37 "Mitigation Measure Monitoring for Air Quality and Meteorology" as follows:

MM AQ-2: Fleet Modernization for Onroad Trucks.

1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property. This is not quantified in the mitigated construction emissions.
2. Idling shall be restricted to a maximum of 5 minutes when not in use. This is not quantified in the mitigated construction emissions.
3. ~~Tier Specifications~~ EPA Standards (These standards were not quantified in the RDEIR; however, further reductions are expected.)

   For On-road trucks with a gross vehicle weight rating (GVWR) of at least 19,500 pounds: Comply with USEPA 2010 on-road emission standards for PM10 and NOx (0.01 grams per brake horsepower-hour (g/bhp-hr) and 0.2 g/bhp-hr or better, respectively).

   ~~a. On-road trucks except for Import Haulers and Earth Movers: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2007 on-road emission standards for PM10 and NOx (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively).~~

   ~~b. For Import Hauler Only: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt to and from the construction site via public roadways at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).~~

   ~~c. For Earth Movers Only: From January 1, 2012 on: All heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt within the construction site at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).~~

A copy of each unit's certified EPA rating and each unit's CARB or SCAQMD operating permit, will be provided at the time of mobilization of each applicable unit of equipment.

Revise entry for PC AQ-11 in Table 3.2-37 "Mitigation Measure Monitoring for Air Quality and Meteorology" as follows:

PC AQ-11. Zero Emission Technologies Demonstration Program.

This project condition would require BNSF to work with the Port of Los Angeles to advance zero emission technologies, consistent with the Port's 2012-2017 Strategic Plan objective for the advancement of technology and sustainability, as follows:

- Provide match funding to the Clean Air Action Plan Technology Advancement Program (TAP) zero emissions programs in an amount equal to that provided by the Port of Los Angeles for purposes of zero emission drayage truck, cargo handling equipment, and proof-of-concept rail technologies demonstration.
- Agree to an accelerated phase in of zero emission drayage trucks and other zero emission technologies in SCIG operations in the most expeditious manner possible following a determination of technical and commercial feasibility made by the Ports of Los Angeles and Long Beach Boards of Harbor Commissioners. In making any finding of technical and commercial feasibility, the Ports shall determine that such equipment or technology is commercially practicable; has been successfully tested in similar conditions; has been operationally proven in similar revenue service; and is available in sufficient quantities to meet any such requirement.
- The phase-in shall occur at a rate determined by the TAP and approved by the Ports of Los Angeles and Long Beach Board of Harbor Commissioners, leading to the requirement that only zero emission drayage trucks would operate at the SCIG facility.

Long-term Goal: All drayage trucks operating at the SCIG facility shall be 100% zero emissions by 2020.

- Participate in a zero emissions technologies industry stakeholder group that would advise and support demonstrations of zero emission drayage truck, cargo handling equipment, and proof of concept rail technologies in port-related operations as coordinated and directed by staff of the two ports through the TAP.
- Such demonstrations shall be performed using an appropriate railyard identified by the TAP until such time that SCIG is built, and thereafter BNSF shall allow zero emission technologies tested under the TAP zero emissions program to operate using the SCIG facility once it is constructed. BNSF shall allow TAP representatives access into portions of the SCIG facility where the zero emission equipment is being tested for the purpose of test evaluation, all subject to reasonable notice, compliance with the BNSF safety and operational rules, and without interference with facility operation.
- Criteria for evaluation of the results of all demonstrations shall be established by the TAP, and evaluation of the results of demonstration testing shall be performed by the TAP in conjunction with the applicant. Recommendations regarding the technical and commercial feasibility of these vehicles shall be developed by the TAP and presented to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners for approval.

Near-term Goal: The TAP will develop an action plan by 2014 that outlines key strategies for the advancement of zero emission drayage trucks, including identification of an appropriate railyard to support zero emission drayage truck demonstration projects starting in 2015.

Near-term and Long-term Goal: Starting in 2015, the TAP shall conduct periodic evaluations of zero emission truck demonstrations on a reoccurring basis at least every two years until such time that the Ports of Los Angeles and Long Beach Board of Harbor Commissioners determine that the vehicles are technically and commercially feasible. The results of the regular evaluations shall be documented, including the analysis and conclusions as verified by the TAP, and shall be presented to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners.

Revise entry for PC AQ-12 in Table 3.2-37 "Mitigation Measure Monitoring for Air Quality and Meteorology" as follows:

PC AQ-12. San Pedro Bay Ports CAAP Measure RL-3. CAAP measure RL-3 establishes the goal that the Class 1 locomotive fleet associated with new and redeveloped near-dock rail yards use 15-minute idle restrictors, use ULSD or alternative fuels, and meet a minimum performance requirement of an emissions equivalent of at least 50% Tier 4 line-haul locomotives and 40% Tier 3 line-haul locomotives when operating on port properties by 2023. In March of 2008, USEPA finalized a regulation which established a 2015 date for introduction of Tier 4 locomotives. There is no regulatory mechanism in place that would mandate the ~~introduction~~ production or sale of Tier 4 locomotives prior to 2015. Additionally there is no requirement to turn fleets over to Tier 4, when it becomes available. Implementation of the RL-3 goal for the locomotives calling at SCIG while on port properties would be based on the commercial availability of operationally proven Tier 4 locomotives in 2015 and any adjustment in that date will require equivalent adjustment in the goal achievement date. The RL-3 emissions goal for locomotives calling on SCIG while on port properties may also be achieved by BNSF's reduction in air emissions anywhere in the South Coast Air Basin equivalent to the RL-3 goal for locomotives calling at SCIG while on port properties through alternative means. RL-3 further establishes the goal that, by the end of 2015, all Class 1 switcher locomotives operating on port property will meet USEPA Tier 4 non-road standards. In September 2009, CARB adopted its "Staff Recommendations to Provide Further Locomotive and Railyard Emission Reductions" (~~http://www.arb.ca.gov/board/books/2009/092409/09-8-5pres.pdf~~ CARB, 2009d) which identified several high priority strategies for reducing emissions from locomotive operations in California, including providing support for the ports "to accelerate the turnover of cleaner Tier 4 line-haul locomotives serving port properties as expeditiously as possible following their introduction in 2015, with the goal of 95~~%~~percent Tier 4 line-haul locomotives serving the ports by 2020." Thus, with the assistance of the ports' regulatory agency partners and in concert with CARB's stated goals, measure RL3 will support the achievement of accelerating the natural turnover of the line-haul locomotive fleet.

This project condition was not quantified for mass emissions, air pollutant concentration or health risk benefit.

3.2.6 Changes Made to DEIR Section 3.3 Biological Resources

Section 3.3.1 Introduction

Revise text as follows:

This section identifies the existing conditions of biological resources within the Biological Survey Area (BSA), provides information on regulations applicable to sensitive resources, and analyzes potential impacts on these resources that could result from the proposed Project. Information in this section was gathered through literature review, examination of available databases, and field reconnaissance conducted on November 29, 2007, February 5, 2009 and March 11, 2009. This information is considered representative of the 2010 baseline conditions ~~at the time of the Notice of Preparation,~~ as there is no indication that biological conditions in the area have changed materially since 2005. Based on these field visits, a vegetation map was created and a general reconnaissance of biological resources onsite was completed. The results of these efforts did not indicate the need to conduct focused surveys onsite.

Section 3.3.2 Environmental Setting

Revise text as follows:

The BSA (Figure 3.3-1) is surrounded by industrial properties to the north, west and south, and an electrical transmission corridor and the Terminal Island Freeway to the east. Further east, beyond the transmission corridor and the freeway is a residential area. The BSA boundaries were placed to include the proposed Project area, alternate ~~tenant relocation~~ sites for businesses, and three bridges: the Dominguez Channel, Pacific Coast Highway (PCH), and Sepulveda bridges. The BSA is bound by Sepulveda Boulevard to the north, residential properties to the east, and Dominguez Channel to the west, with the exception of a 4-acre site west of Dominguez Channel, which is vacant and unvegetated. The stretch of Dominguez Channel that includes a proposed rail bridge expansion was included in the BSA. The southern BSA limit is the rail bridge railroad tracks north of I Street. Terminal Island Freeway transects the BSA on the east side.

Section 3.3.4 Environmental Impacts

Section 3.3.4.3 Impacts and Mitigations

Section 3.3.4.3.1 Construction Impacts

Revise last paragraph before Impact Determination for Impact BIO-1a as follows:

Terrestrial wildlife within the BSA is sparse and accustomed to human activities, including noise, and as a result, the effects would not be substantial. Pile-driving noise would be temporary, and wildlife would be expected to move away from the area in which pile driving occurred. Loss of nesting habitat for local birds would be offset by the creation of new habitat in the form of ~~the urban forest feature~~ intensive landscaping as a Project features (PC AES-1) along the eastern side of the Project site.

Revise 3rd paragraph of Impact Determination for Impact BIO-1a as follows:

Vegetation and tree removal would significantly affect other species of nesting birds, if present. Although in the long term the loss of nesting habitat would be more than offset by the creation of ~~the urban forest feature~~intensive landscaping (PC AES-1), disturbance of active nests would violate the MBTA and result in a significant impact requiring mitigation.

Revise Impact Determination for Impact BIO-3a as follows:

As there are no wetlands in or near the Project area and ~~relocation~~ alternate business sites, construction of the proposed Project would have no impact on any federally protected wetlands.

Revise description for Impact BIO-4a as follows:

The Project site and ~~relocation~~ alternate business sites are primarily developed and are located in an industrial area surrounded by developed properties. The Project site and alternate business ~~relocation~~ sites do not contain any wildlife migration corridors. Native wildlife nursery sites do not occur within or near the BSA, with the exception of possible bat roosting areas, which are considered in BIO-1. Although migratory bird species have the potential to perch onsite, the BSA does not contain suitable nesting habitat, and construction activities would not impede the movement of these species because the work would be temporary and limited to areas that the birds could easily fly around or over, as they do currently. Potential impacts of Project construction on bat nursery and migratory bird nesting habitat are addressed by MM BIO-1a&b.

Section 3.3.5 Significant Unavoidable Impacts

Revise the description of Impact BIO-1 in the first column of Table 3.3-3 as follows:

BIO-1: Construction/demolition activities and operation of the proposed Project would ~~not~~ result in the loss of individuals of, or have a substantial adverse effect, either directly or through habitat modifications, on any federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.

3.2.7 Changes Made to DEIR Section 3.4 Cultural Resources

Section 3.4.2 Environmental Setting

Revise 1st paragraph as follows:

Historical, archaeological, and paleontological assessments (Jones & Stokes, 2008a, 2008b, 2009; ICF International, 2010; AECOM [EDAW], 2010) were prepared to evaluate resources within the Project area as in Figure 3.4-1. The results of these evaluations are summarized below, and the full reports are included in Appendix D. A comprehensive historic setting for the Project area was prepared by Jones & Stokes in January 2008. Previous studies have also been conducted (POLA, 2007) and provide information on the prehistoric and ethnographic setting of the Port area. These earlier studies are representative of baseline (2010) conditions because the cultural setting in the area of the proposed Project has not changed in recent years.

Section 3.4.2.5 Site-Specific Setting

Section 3.4.2.5.1 Archeological Resources

Revise 1st paragraph as follows:

A cultural resources literature and record search conducted at the South Central Coastal Information Center included a review of all recorded archeological and historical resources and a review of cultural resource reports on file for the Project area and a one-mile radius. The record search revealed that the majority of the Project area had been previously surveyed in thirty-seven previous cultural resource studies. No archaeological resources have been recorded within the Project area, including the alternate sites for businesses~~relocation sites~~. Five archaeological sites have been identified within a one-mile radius of the Project area. No archaeological isolates (artifacts not associated with a site) have been identified within a one-mile radius of the Project area.

Section 3.4.3 Applicable Regulations

Section 3.4.3.1 State Regulations

Revise last paragraph of Section 3.4.3.1.1 as follows:

Finally, if an archaeological resource does not fall within the definition of a historical resource, but does meet the definition of a "unique archaeological resource" (Pub. Res. Code §21083.2), then the site must be treated in accordance with the special provisions for such resources. Under CEQA, "unique archaeological resource" means "an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

~~An archaeological resource is unique if it:~~

- ~~is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory;~~
- ~~can provide information that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions;~~
- ~~has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind~~

Section 3.4.3.2 Local Regulations

Section 3.4.3.2.2 Historical Resources

Revise Section 3.4.3.2.2 as follows:

3.4.3.2.2 Historical Resources

Five types of historic protection designations apply in the City of Los Angeles: (1) Historic-Cultural Monument designation by the city's Cultural Heritage Commission and approved by the City Council; (2) placement on the California Register of Historical Resources or (3) the National Register of Historic Places (1980 National Historic Preservation Act); (4) designation by the Community Redevelopment Agency (CRA) as being of cultural or historical significance within a designated redevelopment area; and (5) classification by the City Council (recommended by the planning commission) as an Historic Preservation Overlay Zone (HPOZ). These designations help protect structures and support rehabilitation fund requests (City of Los Angeles, 2001b).

The City's ~~Cultural Heritage Commission~~Office of Historic Resources (OHR) ~~(CHC)~~ was established in 2006 by the merger of the Cultural Heritage Commission and part of the Cultural Affairs Office, and is charged with creating and managing the City's historical preservation efforts and programs~~by ordinance in 1962 to protect and/or identify architectural, historical and cultural buildings, structures and sites of importance in the city's history and/or cultural heritage~~. The ~~CHC~~ OHR has designated over 700 sites as Historic-Cultural Monuments, including historic buildings, corridors (tree-lined streets) and geographic areas. Historical resources may also include resources listed in the State Historic Resources Inventory as significant at the local level or higher, and those evaluated as potentially significant in a survey or other professional evaluation (City of Los Angeles, 2001b). The HPOZ provision of the zone code, LAMC Section 12.20.3, was adopted in ~~1979, and was amended in 2001~~2004. It contains procedures for designation and protection of areas that have structures, natural features or sites of historic, architectural, cultural or aesthetic significance. HPOZ areas contain significant examples of architectural styles characteristic of different periods in the city's history. No area within the Port of Los Angeles has been designated as part of an HPOZ (City of Los Angeles, 2001b).

The significance of a historical resource is also based on (1) whether the site has been coded by the Department of Building and Safety with a Zoning Instruction number in the 145 series (which indicates prior identification of the property as historic); (2) whether the resource has been classified as historic in an historical resources survey conducted as part of the updating of the Community Plan, the adoption of a redevelopment area or other planning project; (3) whether the resource is subject to other federal, state, or local preservation guidelines; (4) whether the resource has a known association with an architect, master builder or person or event important in history such that the resource

may be of exceptional importance; and (5) whether the resource is over 50-years-old and a substantially intact example of an architectural style significant in Los Angeles (City of Los Angeles CEQA Thresholds Guidelines 2006).

~~City of Los Angeles Historic-Cultural Monument Designation~~

In the City of Los Angeles, resources may be designated as Historic-Cultural Monuments under LAMC~~Sections~~ §22.120, et seq.~~, of the LAMC.~~ An historical or cultural monument is defined as:

"[A]ny site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, political, economic or social history of the nation, state or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state or local history, or which embody the distinguishing characteristics of an architectural-type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age."

~~City of Los Angeles Historic Preservation Overlay Zones (HPOZs)~~

~~HPOZs are essentially locally designated historic districts or groupings of historical resources. Under the HPOZ ordinance (LAMC Section 12.20.3.), to be significant, structures, natural features or sites within the involved area or the area as a whole shall meet one or more of the following criteria:~~

~~(A) have substantial value as part of the development, heritage or cultural characteristics of, or is associated with the life of a person important in the history of the city, state, or nation;~~

~~(B) are associated with an event that has made a substantial contribution to the broad patterns of our history;~~

~~(C) are constructed in a distinctive architectural style characteristic of an era of history;~~

~~(D) embody those distinguishing characteristics of an architectural type or engineering specimen;~~

~~(E) are the work of an architect or designer who has substantially influenced the development of the City;~~

~~(F) contain elements of design, details, materials or craftsmanship which represent an important innovation;~~

~~(G) are part of or related to a square, park or other distinctive area and should be developed or preserved according to a plan based on a historic, cultural, architectural or aesthetic motif;~~

~~(H) owing to its unique location or singular physical characteristics, represent an established feature of the neighborhood, community or City; or~~

~~(I) retaining the structure would help preserve and protect an historic place or area of historic interest in the City.~~

Section 3.4.4 Impacts and Mitigation Measures

Section 3.4.4.3 Impacts and Mitigation

Revise 3rd and 4th paragraphs of MM CR-1 as follows:

Human Remains: Prior to beginning construction, ~~BNSF and LAHD shall ensure that~~ applicable Native American groups (e.g., the Gabrieliño-Tongva Tribal Council) ~~have been~~will be consulted regarding proposed ground-disturbing activities and offered an opportunity to monitor the construction along with the project archeologist. If human remains are encountered, there shall be no further excavation or disturbance of the site within 100 feet of the find or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner shall be contacted to determine the age and cause of death of the deceased. If the remains are not of Native American heritage, construction in the area may recommence after authorized by the coroner.

If the remains are determined to be Native American, state laws relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC §5097) will be implemented by the appropriate parties, which includes ~~. The coroner must~~ contacting the NAHC to determine the most likely living descendant(s)~~. BNSF and LAHD shall consult with the most likely descendant(s) to~~ and identifying a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC§5097.98.

Revise 1st paragraph of MM CR-4 as follows:

MM CR-4: Paleontological monitoring of ground disturbing activities shall be conducted by a qualified paleontologist. Ground disturbing activities include, but are not limited to, boring, trenching, grading, and excavating. A preconstruction information and safety meeting ~~should~~ will be ~~held~~ required to make construction personnel aware of paleontological monitoring procedures and paleontological sensitivity.

Section 3.4.5 Significant Unavoidable Impacts

Revise Table 3.4-1 as follows:

Table 3.4-1. Summary Matrix of Potential Impacts and Mitigation Measures for Cultural Resources Associated with the Proposed Project.

Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
CR-1: Construction of the proposed Project would potentially disturb, destroy, or degrade unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources as defined in §15064.5.	Significant impact	**MM CR-1:** An archaeological monitor shall be present during all initial grading and excavation activities at the proposed Project site. In the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified archaeologist in accordance with the provisions of CEQA §15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures. The treatment plan may include methods for: (1) subsurface testing after demolition of existing buildings, (2) data recovery of archaeological or ethnographic deposits, and (3) post-construction documentation. A detailed historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant would be included in the treatment plan, as well as anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation. A preconstruction information and safety meeting should be held to make construction personnel aware of archaeological monitoring procedures and the types of archaeological resources that might be encountered. All construction equipment operators shall attend a pre-construction meeting presented by a professional archaeologist retained by LAHD that shall review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction. Human Remains: Prior to beginning construction, ~~BNSF and LAHD shall ensure that~~ applicable Native American groups (e.g., the Gabrieliño-Tongva Tribal Council) ~~have been~~ will be consulted regarding proposed ground-disturbing activities and offered an opportunity to monitor the construction along with the project archeologist. If human remains are encountered, there shall be no further excavation or disturbance of the site within 100 feet of the find or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner shall be contacted to determine the age and cause of death of the deceased. If the remains are not of Native American heritage, construction in the area may recommence after authorized by the coroner. If the remains are determined to be Native American, state laws relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC §5097) will be implemented by the appropriate parties.	Less than significant

Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
		which includes~~. The coroner must~~ contacting the NAHC to determine the most likely living descendant(s)~~. BNSF and LAHD shall consult with the most likely descendant(s) to~~ and identifying a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC§5097.98. If the NAHC is unable to identify a most likely descendant, the descendant fails to make a recommendation within 24 hours of being notified by the NAHC and LAHD and the descendant are not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods shall be reburied with appropriate dignity on the proposed Project site in a location not subject to further subsurface disturbance.	
CR-2: Construction of the proposed Project would require demolition of the existing Sepulveda Boulevard Bridge, and thus cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	Significant impact	**MM CR-2:** Prior to the start of construction of the new Sepulveda Boulevard railroad bridge, BNSF will prepare archival documentation and an interpretative display of the historical resource. **Documentation:** A Historic American Engineering Record (Level II or less) will be prepared to provide a physical description of the historic bridge, discuss its significance under applicable CRHR criteria, and address the historical context for its construction, purpose, and function. Large-format black and white photographs will be taken showing the Sepulveda Boulevard Bridge in context, as well as details of its historic engineering features. The photographs will be fully captioned and processed for archival permanence. Copies of the report will be offered to the local historical society and any other repository or organization determined by LAHD. **Interpretive Display:** An interpretive exhibit, in the form of a permanent plaque, will be prepared, and once construction of the new bridge is complete, the plaque will be installed at the bridge site that provides a brief history of the structure, a description of its engineering features and characteristics, and the reasons for and date of its demolition and replacement. **MM CR-3:** Prior to the start of the ~~Sepulvada~~Sepulveda Bridge component of the proposed Project, BNSF shall prepare a plan for salvaging noteworthy elements of the structure for re-use either elsewhere or in the new bridge. The plan shall identify the elements to be salvaged, which shall be determined in consultation with a qualified architectural historian. Suitable re-use would include as decorative elements either on the new bridge or elsewhere in the region, or as an interpretive display. The plan shall be approved by LAHD, and the existing bridge and abutments shall not be demolished or altered until said approval has been granted.	Significant and unavoidable
CR-3: Construction of the proposed Project would	Significant impact	**MM CR-4:** Paleontological monitoring of ground disturbing activities shall be conducted by a qualified paleontologist. Ground disturbing activities	Less than significant

Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
potentially disturb, destroy, or degrade unknown paleontological resource, and thus directly or indirectly destroy a unique paleontological resource.		include, but are not limited to, pavement/asphalt removal, boring, trenching, grading, excavating, and the demolition of building foundations. A preconstruction information and safety meeting ~~should~~ will be ~~held~~ required to make construction personnel aware of paleontological monitoring procedures and paleontological sensitivity. In the event that paleontological resources are encountered, the contractor shall stop construction within 10 meters (30 feet) of the exposure. A qualified paleontologist will evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove and stabilize the specimen in anticipation of its preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum.	

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Table 3.4-2. Mitigation Monitoring for Cultural Resources.

CR-1: Construction of the proposed Project would potentially disturb, destroy, or degrade unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources as defined in §15064.5.	
Mitigation Measures	**MM CR-1:** An archaeological monitor shall be present during all initial grading and excavation activities at the proposed Project site. In the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified archaeologist in accordance with the provisions of CEQA §15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures. The treatment plan may include methods for: (1) subsurface testing after demolition of existing buildings, (2) data recovery of archaeological or ethnographic deposits, and (3) post-construction documentation. A detailed historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant would be included in the treatment plan, as well as anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation. A preconstruction information and safety meeting should be held to make construction personnel aware of archaeological monitoring procedures and the types of archaeological resources that might be encountered. All construction equipment operators shall attend a pre-construction meeting presented by a professional archaeologist retained by LAHD that shall review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction. Human Remains: Prior to beginning construction, ~~BNSF and LAHD shall ensure that~~ applicable Native American groups (e.g., the Gabrieliño-Tongva Tribal Council) ~~have been~~will be consulted regarding proposed ground-disturbing activities and offered an opportunity to monitor the construction along with the project archeologist. If human remains are encountered, there shall be no further excavation or disturbance of the site within 100 feet of the find or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner shall be contacted to determine the age and cause of death of the deceased. If the remains are not of Native American heritage, construction in the area may recommence after authorized by the coroner. If the remains are determined to be Native American, state laws relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC §5097) will be implemented by the appropriate parties, which includes~~. The coroner must~~ contacting the NAHC to determine the most likely living descendant(s) and~~. BNSF and LAHD shall consult with the most likely descendant(s) to~~ identifying a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC§5097.98. If the NAHC is unable to identify a most likely descendant, the descendant fails to make a recommendation within 24 hours of being notified by the NAHC and LAHD and the descendant are not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods shall be reburied with appropriate dignity on the proposed Project site in a location not subject to further subsurface disturbance.
Timing	Prior to Project Construction (preconstruction information safety meeting) and during the Project Construction period (2013-2015)
Methodology	**MM CR-1** will be required in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.
Responsible Parties	BNSF construction contractor(s) for SCIG and construction contractor(s) for Alternate Tenant Sites will be responsible for implementing the mitigation measures in the contract specifications reviewed and approved by LAHD Environmental Management Division.
Residual Impacts	Less than significant

CR-2: Construction of the proposed Project would require demolition of the existing Sepulveda Boulevard Bridge, and thus cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	
Mitigation Measures	**MM CR-2:** Prior to the start of construction of the new Sepulveda Boulevard railroad bridge, BNSF will prepare archival documentation and an interpretative display of the historical resource. **Documentation:** A Historic American Engineering Record (Level II or less) will be prepared to provide a physical description of the historic bridge, discuss its significance under applicable CRHR criteria, and address the historical context for its construction, purpose, and function. Large-format black and white photographs will be taken showing the Sepulveda Boulevard Bridge in context, as well as details of its historic engineering features. The photographs will be fully captioned and processed for archival permanence. Copies of the report will be offered to the local historical society and any other repository or organization determined by LAHD. **Interpretive Display:** An interpretive exhibit, in the form of a permanent plaque, will be prepared, and once construction of the new bridge is complete, the plaque will be installed at the bridge site that provides a brief history of the structure, a description of its engineering features and characteristics, and the reasons for and date of its demolition and replacement. **MM CR-3:** Prior to the start of the Sepulv~~a~~eda Bridge component of the proposed Project, BNSF shall prepare a plan for salvaging noteworthy elements of the structure for re-use either elsewhere or in the new bridge. The plan shall identify the elements to be salvaged, which shall be determined in consultation with a qualified architectural historian. Suitable re-use would include as decorative elements either on the new bridge or elsewhere in the region, or as an interpretive display. The plan shall be approved by LAHD, and the existing bridge and abutments shall not be demolished or altered until said approval has been granted.
Timing	During the Project Construction period (2013-2015)
Methodology	**MM CR-2** and **MM CR-3** will be required in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.
Responsible Parties	BNSF construction contractor(s) for SCIG will be responsible for implementing the mitigation measures in the contract specifications reviewed and approved by LAHD Environmental Management Division.
Residual Impacts	Significant and unavoidable
CR-3: Construction of the proposed Project would potentially disturb, destroy, or degrade unknown paleontological resource, and thus directly or indirectly destroy a unique paleontological resource.	
Mitigation Measures	**MM CR-4:** Paleontological monitoring of ground disturbing activities shall be conducted by a qualified paleontologist. Ground disturbing activities include, but are not limited to, pavement/asphalt removal, boring, trenching, grading, excavating, and the demolition of building foundations. A preconstruction information and safety meeting ~~should~~ will be ~~held~~ required to make construction personnel aware of paleontological monitoring procedures and paleontological sensitivity. In the event that paleontological resources are encountered, the contractor shall stop construction within 10 meters (30 feet) of the exposure. A qualified paleontologist will evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove and stabilize the specimen in anticipation of its preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum.
Timing	During the Project Construction period (2013-2015)
Methodology	**MM CR-4** will be required in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.
Responsible Parties	BNSF construction contractor(s) for SCIG and construction contractor(s) for Alternate Tenant Sites will be responsible for implementing the mitigation measures in the contract specifications reviewed and approved by LAHD Environmental Management Division.
Residual Impacts	Less than significant

3.2.8 Changes Made to DEIR Section 3.5 Geology and Soils

Section 3.5.1 Introduction

Revise text as follows:

This section details the geologic conditions at the proposed Project site and analyzes seismicity and faulting; liquefaction, tsunamis and seiches; subsidence; landslides; expansive and corrosive soils; mineral resources; and geologic hazards. This evaluation is based on published and non-published reports, aerial photographs, in-house data, and professional judgment concerning potential geologic hazards. The information in this section is considered representative of 2010 baseline conditions, as geological and soil conditions have not changed in recent years.

Section 3.5.2 Environmental Setting

Section 3.5.2.3 Applicable Regulations

Section 3.5.2.3.1 Palo Verdes Fault

Revise last paragraph as follows:

The Palos Verdes fault zone has not been designated by the State of California as being within an Earthquake Fault Zone (formerly known as Alquist-Priolo Special Studies Zones). Zoning by the State is contingent on sufficient evidence of fault activity, such as recorded seismic activity and/or geologic evidence to demonstrate fault surface displacement within Holocene time. Due to the presence of urban development and the fact that the fault zone is not well defined, sufficient geologic data have not been developed for zoning by the State. However, the Palos Verdes fault zone is mapped as active by the City of Los Angeles (City of Los Angeles, 1996). Additionally, offshore portions of the Palos Verdes fault zone are mapped as active by Jennings (1994). Therefore, this fault ~~should be~~ is considered as a potential source for strong ground motion and possible surface rupture in the proposed Project area.

Section 3.5.2.3.2 Newport-Inglewood Fault Zone

Revise 1st paragraph as follows:

The Newport-Inglewood fault zone is located approximately 2.6 miles northeast of the proposed Project, and as shown on Figure 3.5-3 there are strands projecting into the general area of the proposed Project ~~area~~. The Newport-Inglewood fault zone is a major tectonic structure in the Los Angeles Basin and consists of a series of disconnected, northwest-trending fault segments that extend from the southern edge of the Santa Monica Mountains, through Long Beach and Torrance, southeast to the area offshore of Newport Bay. This fault zone is reflected at the surface by a line of geomorphically young anticlinal hills and mesas formed by the folding and faulting of a thick sequence of Pleistocene-age sediments and Tertiary-age sedimentary rocks. The zone of faulting and deformation is estimated to be approximately 1 to 2½ miles wide at the surface. Although displacements on the Newport-Inglewood fault zone have both vertical and horizontal components, movement is dominantly right-lateral, strike-slip (SCEDC, 2008a).

Section 3.5.2.4 Liquefaction

Revise 2nd paragraph to include cross-reference to Section 3.5.2.3 as follows:

According to Seismic Hazards Zone Maps published by the state of California (CDMG, 1998) and the City of Long Beach (2006), the proposed Project is within an area considered susceptible to liquefaction (Figure 3.5-5). Liquefaction is considered possible at the proposed Project due to the regional seismic activity and the nature of the on-site soil and groundwater conditions. ~~As noted~~Based on the facts discussed in Section 3.5.2.3, there is a relatively high probability that the proposed Project area will experience a significant earthquake during the next 50 years. Extended duration of ground shaking could result in liquefaction and settlement of saturated subsurface materials. The potential damaging effects of liquefaction include differential settlement, loss of ground support for foundations, ground cracking, and heaving and cracking of structure slabs (Tinsley and Youd, 1985). In addition, railroad tracks and roadbed may experience subgrade failure due to liquefaction. During shaking, the stability of ties and ballast may be weakened and rail in compression can force the track to buckle. Shaking may also result in a loss of elevation in curves (AREMA, 2002).

Section 3.5.4 Impacts and Mitigation Measures

Section 3.5.4.3 Impacts and Mitigation Measures

Revise 1st paragraph of Impact GEO-8 as follows:

Construction activities and the alteration of landforms could, if they take place on sloping ground, cause wind-related erosion that would remove topsoil from the site. However, the proposed Project is located on an essentially flat site that would not be susceptible to substantial erosion. Topsoil on the site consists of artificial fill and recent alluvial deposits that have been disturbed by decades of development. Construction activities would expose bare ground that would be subjected to a degree of erosion during storm events, but the implementation of storm water controls (see sections 2.4.3.1 and 3.12.4.1) would minimize the loss of topsoil. During operations, the SCIG site and the alternate sites for businesses ~~relocation sites~~ would be largely paved; exposed soil would be confined to landscaped areas, and the likelihood of substantial erosion would be small.

3.2.9 Changes Made to RDEIR Section 3.6 Greenhouse Gas Emissions and Climate Change

Section 3.6.4 Impacts and Mitigation Measures

Section 3.6.4.5 Impacts and Mitigation

Add Mitigation Measure MM GHG-10 as follows:

MM GHG-10: Carbon Offsets. The Tenant shall offset 100% of projected on-site electricity consumption at the SCIG facility over the 50-year lease term from 2016 through 2066, and thus reduce GHG emissions by 117,918 metric tons CO2e through the purchase of carbon offsets such as those available from the California Climate Action Registry's Climate Action Reserve. In addition, when new GHG emission reduction technology becomes available, it will be reviewed under the same process as MM AQ-9 which requires periodic reviews of emissions-reduction technology and implementation into SCIG operations once the technology is determined to be feasible.

Revise first paragraph of Section "Residual Impacts" as follows:

GHG mitigation measures **MM GHG-1** through **MM GHG-~~9~~ 10** were not quantified because of the difficulty in determining quantitative future year GHG emissions reductions from these measures. Therefore, the GHG emissions of construction and operation are significant and unavoidable.

Section 3.6.4.6 Summary and Impact Determinations

Revise Table 3.6-5 as follows:

Table 3.6-5. Summary Matrix of Impacts and Mitigation Measures for GHG Associated with the Proposed Project.

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
GHG-1: The proposed Project would result in an increase in construction-related and operation-related GHG emissions.	Significant impact.	**MM GHG-1:** Idling Restriction and Electrification for Construction Equipment. **MM GHG-2:** Solar Panels. **MM GHG-3**: Recycling. **MM GHG-4:** Tree Planting. **MM GHG-5:** Water Conservation. **MM GHG-6**: Energy Efficient Light Bulbs. **MM GHG-7**: Energy Audit. **MM GHG-8:** Solar Canopy on Parking Area. **MM GHG-9:** Alternative Fuel Service Trucks **MM GHG-10:** Carbon Offsets	Significant and unavoidable.
GHG-2: The proposed Project would not conflict with State and local plans and policies adopted for the purpose of reducing GHG emissions.	Less than significant impact.	Not applicable	Less than significant impact

Section 3.6.4.7 Mitigation Monitoring

Revise Table 3.6-6 as follows:

Table 3.6-6. Mitigation Monitoring for GHG.

GHG-1: The proposed Project would result in an increase in construction-related and operation-related GHG emissions.	
Mitigation Measure	**MM GHG-1**: Idling Restriction and Electrification for Construction Equipment. Construction equipment idling will be restricted to a maximum of 5 minutes when not in use and when feasible, and the use of electrified construction equipment where feasible. **MM GHG-2:** Solar Panels. The Port shall require installation of solar panels on all buildings constructed on POLA property where feasible. The Port, in consultation with the Tenant, will undertake a feasibility review and will make a determination as part of the Tenants final design on the solar panel requirement. **MM GHG-3:** Recycling. The tenant shall ensure a minimum of 40 percent of all waste generated during project construction is recycled and ~~60~~ 70 percent of all waste generated in all buildings is recycled by the facility opening year of 2016 and 100 percent is recycled by 2025. The goals for operational recycling are consistent with, but more ambitious, than the City of Los Angeles Bureau of Sanitation's Solid Resources Citywide Recycling Division's goal of 70 percent waste diversion by 2020 (Bureau of Sanitation, 2000) and RENEW LA's goal of 90 percent by 2025 (RENEW LA, 2005). Recycled materials shall include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles. **MM GHG-4:** Tree Planting. The applicant shall plant shade trees around the main administration building and the tenant shall maintain all trees through the life of the lease. **MM GHG-5:** Water Conservation. As part of the facility construction, the applicant shall install a water recirculation system at potential wash racks, install low-flow devices in new buildings and low irrigation landscaping, and maintain these through the life of the lease. **MM GHG-6:** Energy Efficient Light Bulbs. In addition to the SCIG facility main administration building, which would be LEED certified, all other interior buildings shall exclusively use energy efficient light bulbs (compact florescent, LED, or other equally efficient) for ambient lighting. The businesses on their alternate locations on Port-owned property shall also maintain and replace any Port-supplied energy efficient light bulbs. CFL and LED bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs. **MM GHG-7:** Energy Audit. The applicant shall conduct a third party energy audit every 5 years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use. **MM GHG-8**: Solar Canopy on Parking Area. The Tenant shall construct a canopy or canopies over the employee parking area at the SCIG facility that shall be equipped with photovoltaic (PV) solar panels for generating on-site electrical power. **MM GHG-9**: Alternative Fuel Service Trucks. The Tenant shall utilize only alternative-fuel service trucks within the SCIG facility. **MM GHG-10:** Carbon Offsets. The Tenant shall offset 100% of projected on-site electricity consumption at the SCIG facility over the 50-year lease term from 2016 through 2066, and thus reduce GHG emissions by 117,918 metric tons CO2e through the purchase of carbon offsets such as those available from the California Climate Action Registry's Climate Action Reserve. In addition, when new GHG emission reduction technology becomes available, it will be reviewed under the same process as MM AQ-9 which requires periodic reviews of emissions-reduction technology and implementation into SCIG operations once the technology is determined to be feasible.
Timing	Prior to and during construction and throughout operation.
Methodology	The Tenant and/or its contractor(s) will be required to include **MM GHG-1** through **GHG-~~9~~ 10** in the contract specifications for construction. LAHD will require **MM GHG-3** through **GHG-~~9~~ 10** in the Tenant lease during operation. LAHD will monitor implementation of mitigation measures during construction and operation.
Responsible Parties	Tenant and/or its contractor(s) and LAHD.
Residual Impacts	Significant and unavoidable after mitigation for construction and operational GHG emissions.

3.2.10 Changes Made to RDEIR Section 3.7 Hazards and Hazardous Materials

Section 3.7.4 Impacts and Mitigation Measures

Section 3.7.3.4.1 Construction Impacts

Revise 1st paragraph of Impact RISK-1a as follows:

Impact RISK-1a: Construction activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.

During construction and demolition activities, fuels, lubricants, and other fluids associated with construction equipment could be spilled or leaked during normal usage, resulting in potential health and safety impacts to construction personnel. Best management practices (BMPs; see Section 2.4.3), ~~and~~ Los Angeles Municipal Code regulations (Chapter V, Article 7, Divisions 4 and 5 and Chapter VI, Article 4), and Long Beach Municipal Code Regulations (Chapter 8, sections 8.8.5, 8.8.6, 8.8.7, and 8.8.8) would govern and safeguard construction crews during these activities. Federal and state regulations that govern the storage of hazardous materials in containers (i.e., the types of materials and the size of packages containing hazardous materials) and the separation of containers holding hazardous materials, would limit the potential adverse impacts of contamination to confined areas that would be protected with suitable pollution prevention controls. In addition, BMPs would be used during construction and demolition activities to minimize the runoff of contaminants to surface waters in compliance with the State General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Water Quality Order 2009-0009-DWQ), Project-specific Storm Water Pollution Prevention Plans (SWPPPs), and the compliance requirements of the Los Angeles municipal storm water permit (Order 01-182, as amended).

Section 3.7.5 Significant Unavoidable Impacts

Revise Table 3.7-6 as follows:

Table 3.7-6. Summary of Impacts and Mitigation Related to Hazards and Hazardous Materials.

Threshold	Impact Determination	Mitigation Measures	Residual Impacts After Mitigation
RISK-1: The proposed Project would not substantially increase the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance.	Less than significant impact	Mitigation not required	Less than significant impact
RISK-2a: Construction activities would increase the probable frequency and severity of consequences to people from exposure to health hazards. **RISK-2b**: Operations at the Proposed Project would not increase the probable frequency and severity of consequences to people from exposure to health hazards.	Less than significant impact	Mitigation not required	Less than significant impact
RISK-3: The proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than significant impact	Mitigation not required	Less than significant impact
RISK-4: Construction and operations at the proposed Project would not create a significant hazard to the public or the environment as a result of the proposed Project being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5~~The proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.~~	Less than significant impact	Mitigation not required	Less than significant impact
RISK-5: The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than significant impact	Mitigation not required	Less than significant impact
RISK-6: The proposed Project would not increase the probability of an accidental spill due to project-related modifications, if a tsunami were to occur.	No impact	Mitigation not required	No impact
RISK-7: The proposed Project would not result in a measurable increase in the probability of a terrorist attack due to project-related modifications, which would result in adverse consequences to the proposed Project site and nearby areas.	Less than significant impact	Mitigation not required	Less than significant impact

Correct first row of Table 3.7-7 as follows:

Table 3.7-7. Lease Measure Tracking for Hazards.

RISK-24a: Construction activities would not create a significant hazard to the public or the environment as a result of the proposed Project being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

3.2.11 Changes Made to RDEIR Section 3.8 Land Use

Section 3.8.2 Environmental Setting

Section 3.8.2.1 Existing Land Uses

Section 3.9.2.1.3 Alternate Locations for Existing Businesses

Revise 1st paragraph as follows:

Alternate sites to which existing businesses could move are depicted in Figure 2-5. For the purposes of this analysis only, it is assumed that Fast Lane would move a portion of its operation (approximately six acres) from its current location south of PCH, where the South Lead Track would be located, to an approximate 4.5-acre site to the south that is currently vacant. Fast Lane would continue to maintain its operations (including other businesses within its footprint such as California Carbon) on the remaining parcels it owns or occupies outside of the Project area but adjacent to the South Lead Track area, estimated at approximately 24 acres. The ACTA maintenance facility would move to an approximate ~~4~~2.5-acre site just west of the Dominguez Channel that is currently ~~vacant and~~ undeveloped. California Cartage would move a portion of its operation to the 10-acre site where the current ACTA maintenance facility is located. These areas are all located within the City of Los Angeles on Port-owned properties that are being offered as potential alternate sites as part of the proposed Project. No other potential alternate sites have been determined or identified for remaining businesses that would be displaced as a result of the proposed Project. Requests for information were sent to certain businesses to determine potential sites they would relocate to as part of their own business plans; however, no responses with site specific information were received (POLA, 2009) and no information was provided in comment letters received on the Draft EIR. The displaced businesses for which no alternate locations were identified as part of the proposed Project or during the time of this analysis are assumed to move to other compatible areas in the general port vicinity as part of their own business operations and plans. Potential future locations identified would be subject to separate environmental review by the lead agency with jurisdiction over a particular site.

Section 3.8.4 Impacts and Mitigation Measures

Section 3.8.2.1 Impacts and Mitigation

Revise 4th paragraph of Impact LU-3 as follows:

The alternate sites for businesses would be located within existing industrial areas that are served by existing roads. Moving businesses to these locations would be compatible with existing similar port-related land uses. For the purposes of this analysis only, it is assumed that Fast Lane and California Cartage would move a portion of their operations to non-contiguous parcels (see Section 2.4.2.1 for details). California Cartage, which currently operates on 86 contiguous acres, is assumed in the proposed Project to operate on the 19-acre parcel it currently leases from SCE as well as to move a portion of its operations to a 10-acre parcel south of PCH. Accordingly, California Cartage, if it elected to move as proposed, would be divided by the proposed Project. Furthermore, as described in Section 2.4.2.1, the access to the 10-acre site would be modified by construction of the South Lead Track and the site would be entirely surrounded by active

rail lines. Access could be provided across an at-grade crossing with the proposed rail line serving the proposed Project to E. Opp Street with another at-grade crossing and then to East "I" Street, which was analyzed. ~~However, alternate access could also be provided across the San Pedro Branch rail line to the north where an existing crossing is located (near the Dominguez Channel access road and California Sulphur Works).~~ Accordingly, although access would be less direct and could be somewhat constrained by the rail crossing and associated delays, business operations could occur on the site and would not be isolated.

3.2.12 Changes Made to RDEIR Section 3.9 Noise

Section 3.9.2 Environmental Setting

Section 3.9.2.5 Predicted Existing Traffic Noise Levels

Revise 1st paragraph as follows:

Existing traffic noise levels generated by vehicular traffic in the proposed Project vicinity were calculated using the FHWA traffic noise model methodologies and traffic data from the Traffic Study (refer to Chapter 3.10). Many roadway segments experience noise levels above 70 CNEL (Table F.19 in Appendix F1). However, as Table 3.9-9 shows, only some of those segments have sensitive land uses that currently experience noise levels above 70 CNEL at a distance of 100 feet. Traffic noise levels above 70 CNEL are considered incompatible with noise guidelines. Those segments occur on Alameda Street, E. Anaheim Street, E. Harry Bridges Boulevard, E. Sepulveda Boulevard, ~~John S. Gibson Boulevard,~~ Long Beach Freeway, ~~Terminal Island Freeway,~~ Pacific Coast Highway, S. Alameda Street, Terminal Island Freeway, W. Anaheim Street, W. Harry Bridges Boulevard, W. Pacific Coast Highway, W. Sepulveda Boulevard, and W. Willow Street.

Revise unit from "dB" to "dBA" in heading of Table 3.9-9 as follows:

Table 3.9-9. Calculated Baseline Roadway Traffic Noise Levels.

ROADWAY SEGMENT	CNEL @ 100 ft	DISTANCE TO CNEL CONTOURS		
		70 dBA	65 dBA	60 dBA

Section 3.9.4 Impacts and Mitigation Measures

3.9.4.1 Methodology

Revise Section 3.9.4.1 as follows:

Noise and Vibration monitoring locations were selected to represent the nearest noise and vibration sensitive receivers in the vicinity of the Project site and project related transportation routes. The noise measurements were conducted in general accordance with industry guidelines given in ASTM E1014-84 "Standard Guide for Measurement of Outdoor A-Weighted Sound Levels and ANSI S1.13-1971 "Method for the Measurement of Sound Pressure Levels". Vibration measurements were conducted in general accordance with the FTA Transit Noise and Vibration Impact Assessment guidance manual, FTA-VA-90-1003-06.

To evaluate noise from construction activities, the methodology outlined by the Construction Engineering Research Laboratory (CERL) was used. The CERL methodology considers the type and number of construction equipment used, individual equipment noise emissions, and time-usage factors for each phase of construction. The construction sites are divided into zones of activity, and the sound levels produced in each zone are acoustically summed to compute the construction noise levels. A list of the equipment assumptions and usage factors is provided in the Noise Study included in Appendix F1. Equipment type, quantities, usage factors, load factors, construction schedule, and construction phases were based on the detailed construction plan evaluated for realistic worst case conditions. Industry published equipment noise level data from the US EPA and the FHWA Roadway Construction Noise Model were used as source

data for the analysis. When an L50 analysis is required, the construction noise analysis conservatively assumes a continuous level of equipment activity such that the average noise level L50 would be equivalent to the Leq. This is an extremely conservative assumption that results in higher predicted noise levels than what would be encountered in actual field conditions because for construction and community noise, the Leq is almost always higher than the L50.

The CNEL generated by existing and future traffic on the roadways that serve the proposed Project site has been estimated using the FHWA TNM methodology ~~traffic noise prediction model~~ and forecasted traffic data from the Transportation Chapter (Section 3.10 and Appendix G). ~~Ambient~~Predicted noise levels (existing and future projected) associated with the Project operations are expressed in CNEL.

The FHWA's TNM default ground setting is "Lawn," which was the setting used in the SCIG EIR's traffic noise analysis. Based on field observations around the Project Site and the City of Long Beach, the TNM default ground absorption setting best represents the overall acoustical field conditions for the traffic noise analysis. ~~The distances to noise contours presented in the tables are representative of "soft site" conditions without any barrier attenuation. Soft site and hard site conditions are parameters in the FHWA Highway Noise Model to account for how sound drops off as it radiates away from the roadway. For hard site conditions, the reduction in sound over distance is solely due to the spreading of the sound energy over larger and larger area. As sound radiates from a source its energy is dispersed over a larger and larger area resulting in less energy at any one point the further it is from the source. This is the minimum rate that sound drops off over distance. Soft site conditions include an additional effect, the fact that the sound typically travels along the ground and the ground absorbs some of the energy increasing the drop off rate from 3 dB per doubling of distance to 4.5 dB per doubling distance.~~ The distances to noise contours are conservatively high because they do not consider barrier attenuation from intervening structures and topography.

~~In addition to the CNEL noise analysis described above, t~~The analysis of potential noise impacts associated with the proposed Project's construction and mechanical equipment, truck deliveries, cranes, yard tractors, and parking facility operations were ~~analyzed~~ calculated using the CadnaA Noise Model. The CadnaA model uses industry recognized algorithms (ISO 9613) to perform acoustical analyses. ~~Cadna noise model and equipment data from the proposed Project description.~~ Input data for the Project's operations were obtained from Chapter 2, Project Description. The CNEL generated by future rail operations were ~~as~~ also calculated with the CadnaA model using operational data and by ~~applying existing operational data to~~ the FTA/FRA's computational procedures for railroad operations, FTA –VA-90-1003-06~~DOT-T-95-16~~.

Sleep disturbance was evaluated for two cases, with windows closed and with windows open. With windows closed, a 20 dB noise reduction was applied to exterior single event noise to estimate interior noise levels. A conservative 12 dB exterior to interior noise reduction was applied to assess interior SELs with windows open. Interior SELs were then analyzed in conjunction with the FICAN Sleep Disturbance Curve (Fig. 3.9-4) to predict the frequency of single event awakenings.

For classroom speech interference, a separation distance between a teacher and back row students was assumed to be nominally 20 feet. Students situated closer than 20 feet from the teacher would experience greater speech intelligibility

Atmospheric effects were determined to have minimal influence on the Project noise levels for the nearest receptors bordering the Project site. This is due to the fact that meteorological effects are only significant over large propagation distances, and these distances are not exhibited at the nearest receptors bordering the Project site.

The operational noise of the proposed Project was analyzed at full capacity, thus the analysis is applicable to all years during the 50-year lease period after the proposed Project reaches its full capacity.

3.9.4.3 Impacts and Mitigation

Revise Impact NOI-3, section on Existing Plus Project Traffic Noise Levels as follows:

Table 3.9-18 shows the roadway traffic noise levels once the proposed Project is in full operation. Portions of the following roadways in the City of Los Angeles include noise-sensitive land uses that would be expected to experience future traffic noise levels above 70 CNEL: Alameda Street, E. Anaheim St., E. Harry Bridges Boulevard, E. Sepulveda Boulevard, S. Alameda Street, ~~John S. Gibson Boulevard, and~~ W. Harry Bridges Boulevard, and W. Sepulveda Boulevard. Traffic noise levels above 70 CNEL are considered incompatible with noise guidelines.

Table 3.9-19 shows the predicted noise level increase over existing levels – the Project's traffic noise contribution. Roadways in Los Angeles with noise-sensitive land uses would not experience a Project increase in traffic noise level exceeding 1 dB. The majority of roadways within the City would experience a Project related traffic noise decrease as a result of the Project.

Table 3.9-20 shows the predicted future noise level increase over existing levels and the Project's contribution upon build out (i.e., in 2035). ~~Portions of the following r~~Roadways in Los Angeles with noise-sensitive land uses would not experience a cumulative noise level increase over existing noise levels of 3 dBA or greater.~~: Navy Way, New Dock Street, and S. Fries Avenue~~

Replace Tables 3.9-18, 3.9-19, 3.9-20 as follows:

~~.~~

Table 3.9-18. Calculated Existing Plus Project Roadway Traffic Noise Levels.

ROADWAY SEGMENT	CNEL @ 100 ft	DISTANCE TO CNEL CONTOURS(FT)		
		70 dBA	65 dBA	60 dBA
ALAMEDA ST				
n/o Anaheim St	70.8	119	280	585
w/o Eubank Ave	73.3	198	431	871
s/o PCH	73	188	414	839
s/o Anaheim St	74.2	242	513	1021
E ANAHEIM ST				
between Anaheim and Henry Ford	72.1	156	354	725
e/o Henry Ford Ave	73.4	204	444	894
w/o E I St	72.7	175	389	793
w/o Anaheim Way	73.4	204	444	894
E HARRY BRIDGES BLVD				
e/o Avalon Blvd	71.8	146	335	689
E SEPULVEDA BLVD				
e/o Alameda St	70.7	116	275	575
JOHN S GIBSON BLVD				
n/o I-110 Ramps	76.4	380	751	1452
LONG BEACH FWY				
n/o Wardlow Rd	83.7	1775	2765	4829
s/o Wardlow Rd	84.5	2060	3136	5424
n/o Willow St	84.5	2063	3140	5430
s/o Willow St	84.2	1974	3025	5246
between off/on namps at Willow St	84.3	1992	3048	5283
s/o PCH	83.6	1719	2691	4710
s/o Anaheim St	83.6	1719	2691	4710
n/o Anahiem St	83.6	1741	2719	4755

Table 3.9-18. Calculated Existing Plus Project Roadway Traffic Noise Levels (concluded).

ROADWAY SEGMENT	CNEL @ 100 ft	DISTANCE TO CNEL CONTOURS(FT)		
		70 dBA	65 dBA	60 dBA
TERMINAL ISLAND FWY	-	-	-	-
s/o PCH	74.8	275	571	1127
n/o PCH	74.1	237	503	1003
between Off and loop On ramp at PCH	76.1	356	710	1379
s/o PCH off ramp	78.2	557	1038	1956
n/o Ocean Blvd	72.7	176	390	794
s/o Henry Ford Ave	74	232	494	988
between Henry Ford Ave and Anaheim St	73	186	409	829
e/o Seaside Ave	74.8	273	566	1120
s/o Willow St	70.2	105	253	533
W ANAHEIM ST	-	-	-	-
w/o Harbor Ave	71.4	133	308	639
e/o Santa Fe Ave	72.8	179	397	806
w/o Seabright Ave	71.5	138	317	656
w/o E I St	70.3	107	257	540
between Seabright Ave and Santa Fe Ave	71.4	134	311	645
W HARRY BRIDGES BLVD	-	-	-	-
between Wilmington Blvd and Neptune Ave	71.4	135	312	645
between Hawaiian Ave and Wilmington Blvd	71.9	149	339	698
between Neptune Ave and Fries Ave	70.8	118	278	582
between Figueroa St and Mar Vista Ave	71.9	148	338	696
between Fries Ave and Avalon Blvd	71.8	147	336	692
between Mar Vista Ave and Hawaiian Ave	71.9	148	338	696
W PACIFIC COAST HIGHWAY	-	-	-	-
between I-710 NB and SB ramps	71.8	145	333	685
e/o San Gabriel Ave	72.4	166	372	760
between San Gabriel Ave and Santa Fe Ave	72.4	164	368	753
between Terminal Island Fwy SB and NB ra	72.2	159	358	734
e/o Santa Fe Ave	72.3	161	362	741
e/o Harbor Ave	71.6	140	323	666
W WILLOW ST	-	-	-	-
between NB and SB Terminal Island Fwy	71.1	125	293	609
between Terminal Island Fwy and Santa Fe	69.1	83	206	441
between Santa Fe Ave and Easy Ave	68.9	79	198	425
e/o Easy Ave	70	99	241	509
w/o NB I-710 on ramp	69.3	86	214	457

Table 3.9-18. Calculated Existing Plus Project Roadway Traffic Noise Levels.

ROADWAY SEGMENT	CNEL @ 100 ft	DISTANCE TO CNEL CONTOURS		
		70 dB	65 dB	60 dB
ALAMEDA ST				
n/o Anaheim St	70.3	107	257	541
w/o Eubank Ave	73.2	196	428	864
s/o PCH	72.6	171	382	778
s/o Anaheim St	74.1	237	502	1062
E ANAHEIM ST				
between Anaheim and Henry Ford	72.3	161	362	741
e/o Henry Ford Ave	73.6	211	455	916
w/o E I St	72.8	181	401	814
w/o Anaheim Way	73.6	211	455	916
E HARRY BRIDGES BLVD				
e/o Avalon Blvd	71.8	146	334	687
E SEPULVEDA BLVD				
e/o Alameda St	70.7	116	274	574
JOHN S GIBSON BLVD				
n/o I-110 Ramps	70.2	105	253	532
LONG BEACH FWY				
n/o Wardlow Rd	83.3	1628	2569	4513
s/o Wardlow Rd	84.1	1926	2963	5147
n/o Willow St	84.4	2046	3118	5394
s/o Willow St	83.9	1841	2851	4967
between off/on ramps at Willow St	84.0	1858	2873	5003
s/o PCH	83.3	1634	2577	4525
s/o Anaheim St	83.3	1634	2577	4525
n/o Anaheim St	83.3	1635	2579	4529

Table 3.9-18. Calculated Existing Plus Project Roadway Traffic Noise Levels (concluded).

ROADWAY SEGMENT	CNEL @ 100 ft	DISTANCE TO CNEL CONTOURS 70 dB	65 dB	60 dB
TERMINAL ISLAND FWY				
s/o PCH	74.4	250	526	1045
n/o PCH	73.7	217	468	938
between Off and loop On ramp at PCH	76.2	363	722	1400
s/o PCH off ramp	78.4	582	1077	2024
n/o Ocean Blvd	72.7	174	388	790
s/o Henry Ford Ave	73.9	228	486	972
between Henry Ford Ave and Anaheim St	76.8	418	814	1564
e/o Seaside Ave	74.7	270	562	1110
s/o Willow St	69.8	97	235	498
W ANAHEIM ST				
w/o Harbor Ave	71.4	134	311	644
e/o Santa Fe Ave	72.8	178	396	804
w/o Seabright Ave	71.5	137	317	656
w/o E J St	70.5	111	265	555
between Seabright Ave and Santa Fe Ave	71.4	135	313	647
W HARRY BRIDGES BLVD				
between Wilmington Blvd and Neptune Ave	71.5	136	314	650
between Hawaiian Ave and Wilmington Blvd	71.9	148	337	694
between Neptune Ave and Fries Ave	70.8	119	281	586
between Figueroa St and Mar Vista Ave	71.8	147	336	692
between Fries Ave and Avalon Blvd	71.8	146	334	688
between Mar Vista Ave and Hawaiian Ave	71.8	117	336	692
W PACIFIC COAST HIGHWAY				
between I-710 NB and SB ramps	71.6	141	324	669
e/o San Gabriel Ave	72.1	154	350	719
between San Gabriel Ave and Santa Fe Ave	72.0	153	347	712
between Terminal Island Fwy SB and NB ramps	72.1	157	354	726
e/o Santa Fe Ave	72.0	151	344	707
e/o Harbor Ave	71.4	135	313	649
W WILLOW ST				
between NB and SB Terminal Island Fwy	70.9	122	286	596
between Terminal Island Fwy and Santa Fe	69.0	82	204	437
between Santa Fe Ave and Easy Ave	68.8	78	196	421
e/o Easy Ave	69.9	99	239	506
w/o NB I-710 on ramp	69.4	88	218	464

Table 3.9-19. Project Roadway Traffic Noise Level Increase.

ROADWAY SEGMENT	Existing CNEL @ 100 ft.	Project CNEL @ 100 ft.	Project Increment in Traffic Noise Level, dB
ALAMEDA ST	-	-	-
n/o Anaheim St	71.9	70.8	-1.1
w/o Eubank Ave	73.6	73.3	-0.3
s/o PCH	73.8	73	-0.8
s/o Anaheim St	74.5	74.2	-0.3
E ANAHEIM ST	-	-	-
between Anaheim and Henry Ford	71.7	72.1	0.4
e/o Henry Ford Ave	73.0	73.4	0.4
w/o E I St	72.2	72.7	0.5
w/o Anaheim Way	73.0	73.4	0.4
E HARRY BRIDGES BLVD	-	-	-
e/o Avalon Blvd	72.1	71.8	-0.3
E SEPULVEDA BLVD	-	-	-
e/o Alameda St	70.7	70.7	0.0
JOHN S GIBSON BLVD	-	-	-
n/o I-110 Ramps	70.7	76.4	5.7
LONG BEACH FWY	-	-	-
n/o Wardlow Rd	85.0	83.7	-1.3
s/o Wardlow Rd	85.6	84.5	-1.1
n/o Willow St	84.6	84.5	-0.1
s/o Willow St	85.4	84.2	-1.2
between off/on namps at Willow St	85.4	84.3	-1.1
s/o PCH	84.5	83.6	-0.9
s/o Anaheim St	84.5	83.6	-0.9
n/o Anahiem St	84.7	83.6	-1.1

1

Table 3.9-19. Project Roadway Traffic Noise Level Increase (concluded).

ROADWAY SEGMENT	Existing CNEL @ 100 ft.	Project CNEL @ 100 ft.	Project Increment in Traffic Noise Level, dB
TERMINAL ISLAND FWY			
s/o PCH	76.1	74.8	-1.3
n/o PCH	75.3	74.1	-1.2
between Off and loop On ramp at PCH	76.1	76.1	0.0
s/o PCH off ramp	78.0	78.2	0.2
n/o Ocean Blvd	72.8	72.7	-0.1
s/o Henry Ford Ave	74.2	74	-0.2
between Henry Ford Ave and Anaheim St	76.5	73	-3.5
e/o Seaside Ave	75.0	74.8	-0.2
s/o Willow St	71.5	70.2	-1.3
W ANAHEIM ST			
w/o Harbor Ave	71.3	71.4	0.1
e/o Santa Fe Ave	73.1	72.8	-0.3
w/o Seabright Ave	71.9	71.5	-0.4
w/o E I St	69.8	70.3	0.5
between Seabright Ave and Santa Fe Ave	71.6	71.4	-0.2
W HARRY BRIDGES BLVD			
between Wilmington Blvd and Neptune Ave	71.5	71.4	-0.1
between Hawaiian Ave and Wilmington Blvd	72.0	71.9	-0.1
between Neptune Ave and Fries Ave	70.9	70.8	-0.1
between Figueroa St and Mar Vista Ave	72.0	71.9	-0.1
between Fries Ave and Avalon Blvd	72.2	71.8	-0.4
between Mar Vista Ave and Hawaiian Ave	72.0	71.9	-0.1
W PACIFIC COAST HIGHWAY			
between I-710 NB and SB ramps	72.7	71.8	-0.9
e/o San Gabriel Ave	73.9	72.4	-1.5
between San Gabriel Ave and Santa Fe Ave	73.9	72.4	-1.5
between Terminal Island Fwy SB and NB ramps	72.6	72.2	-0.4
e/o Santa Fe Ave	73.7	72.3	-1.4
e/o Harbor Ave	72.5	71.6	-0.9
W WILLOW ST			
between NB and SB Terminal Island Fwy	71.7	71.1	-0.6
between Terminal Island Fwy and Santa Fe	69.1	69.1	0.0
between Santa Fe Ave and Easy Ave	68.9	68.9	0.0
e/o Easy Ave	70.0	70	0.0
w/o NB I-710 on ramp	69.5	69.3	-0.2

2

Table 3.9-19. Project Roadway Traffic Noise Level Increass.

ROADWAY SEGMENT	Existing CNEL @ 100 ft	Existing Plus Project CNEL @ 100 ft	Project Increment in Traffic Noise Level, dB
ALAMEDA ST			
n/o Anaheim St	71.9	70.3	1.6
w/o Eubank Ave	73.6	73.2	-0.4
s/o PCH	73.8	72.6	-1.2
s/o Anaheim St	74.5	74.1	-0.4
E ANAHEIM ST			
between Anaheim and Henry Ford	71.7	72.3	0.6
e/o Henry Ford Ave	73.0	73.6	0.6
w/o E I St	72.2	72.8	0.6
w/o Anaheim Way	73.0	73.6	0.6
E HARRY BRIDGES BLVD			
e/o Avalon Blvd	72.1	71.8	-0.3
E SEPULVEDA BLVD			
e/o Alameda St	70.7	70.7	0.0
JOHN S GIBSON BLVD			
n/o I-110 Ramps	70.7	70.2	-0.5
LONG BEACH FWY			
n/o Wardlow Rd	85.0	83.3	-1.7
s/o Wardlow Rd	85.6	84.1	-1.5
n/o Willow St	84.6	84.4	-0.2
s/o Willow St	85.4	83.9	-1.5
between off/of ramps at Willow St	85.4	84.0	-1.4
s/o PCH	84.5	83.3	-1.2
s/o Anaheim St	84.5	83.3	-1.2
n/o Anaheim St	84.7	83.3	-1.4

Table 3.9-19. Project Roadway Traffic Noise Level Increase (concluded).

ROADWAY SEGMENT	*Existing CNEL @ 100 ft*	*Existing Plus Project CNEL @ 100 ft*	*Project Increment in Traffic Noise Level, dB*
TERMINAL ISLAND FWY			
s/o PCH	76.1	74.4	1.7
n/o PCH	75.3	73.7	-1.6
between Off and loop On ramp at PCH	76.1	76.2	0.1
s/o PCH off ramp	78.0	78.4	0.4
n/o Ocean Blvd	72.8	72.7	-0.1
s/o Henry Ford Ave	74.2	73.9	0.3
between Henry Ford Ave and Anaheim St	76.5	76.8	0.3
e/o Seaside Ave	75.0	74.7	-0.3
s/o Willow St	71.5	69.8	-1.7
W ANAHEIM ST			
w/o Harbor Ave	71.3	71.4	0.1
e/o Santa Fe Ave	73.1	72.8	-0.3
w/o Seabright Ave	71.9	71.5	-0.4
w/o E I St	69.8	70.5	0.7
between Seabright Ave and Santa Fe Ave	71.6	71.4	-0.2
W HARRY BRIDGES BLVD			
between Wilmington Blvd and Neptune Ave	71.5	71.5	0
between Hawaiian Ave and Wilmington Blvd	72.0	71.9	-0.1
between Neptune Ave and Fries Ave	70.9	70.8	-0.1
between Figueroa St and Mar Vista Ave	72.0	71.8	-0.2
between Fries Ave and Avalon Blvd	72.2	71.8	0.4
between Mar Vista Ave and Hawaiian Ave	72.0	71.8	-0.2
W PACIFIC COAST HIGHWAY			
between I-710 NB and SB ramps	72.7	71.6	-1.1
e/o San Gabriel Ave	73.9	72.1	-1.8
between San Gabriel Ave and Santa Fe Ave	73.9	72.0	1.9
between Terminal Island Fwy SB and NB ramp	72.6	72.1	-0.5
e/o Santa Fe Ave	73.7	72.0	-1.7
e/o Harbor Ave	72.5	71.4	-1.1
W WILLOW ST			
between NB and SB Terminal Island Fwy	70.9	70.9	-0
between Terminal Island Fwy and Santa Fe	67.7	69.0	1.3
between Santa Fe Ave and Easy Ave	67.7	68.8	1.1
e/o Easy Ave	69.7	69.9	0.1
w/o NB I-710 on ramp	67.6	69.4	1.8

1 **Table 3.9-20. Project Roadway Traffic Noise Level, CNEL, Increase.**

ROADWAY SEGMENT	Existing Noise Level CNEL, dBA	Future w/o Project Noise Level CNEL, dBA	Future w/ Project Noise Level CNEL, dBA	Future Increase Above Existing, dB	Project Incremental Contribution, dB (3rd – 2nd)
ACCESS RD					
e/o Ferry St	67.8	70	69.9	2.1	-0.1
ALAMEDA ST					
n/o Anaheim St	71.9	72.6	71.8	-0.1	-0.8
w/o Eubank Ave	73.6	75.3	75.2	1.6	-0.1
s/o PCH	73.8	74.3	73.8	0.0	-0.5
s/o Anaheim St	74.5	75.9	75.9	1.4	0
E ANAHEIM ST					
between Anaheim and Henry Ford	71.7	72.9	73.3	1.6	0.4
e/o Henry Ford Ave	73.0	74.3	74.8	1.8	0.5
w/o E I St	72.2	72.7	73.3	1.1	0.6
w/o Anaheim Way	73.0	74.3	74.8	1.8	0.5
between Henry Ford Ave and Terminal Island	73.0	74.3	74.8	1.8	0.5
E HARRY BRIDGES BLVD					
e/o Avalon Blvd	72.1	73.5	73.6	1.5	0.1
E SEPULVEDA BLVD					
e/o Alameda St	70.7	69.8	69.8	-0.9	0
HARBOR FWY					
n/o 220th St	83.4	84.8	84.7	1.3	-0.1
JOHN S GIBSON BLVD					
n/o I-110 Ramps	70.7	71.7	71.8	1.1	0.1
LONG BEACH FWY					
n/o Wardlow Rd	85.0	87.3	86.6	1.6	-0.7
s/o Wardlow Rd	85.6	87.7	87	1.4	-0.7
n/o Willow St	84.6	87.1	87	2.4	-0.1
s/o Willow St	85.4	87.5	86.9	1.5	-0.6
between off/of namps at Willow St	85.4	87.6	86.9	1.5	-0.7
s/o PCH	84.5	86.6	86.1	1.6	-0.5
n/o Anahiem St	84.7	86.8	86.2	1.5	-0.6
s/o Anaheim St	84.5	86.6	86.1	1.6	-0.5
PACIFIC COAST HIGHWAY					
w/o East Rd	72.2	72.1	71.9	-0.3	-0.2
w/o East Rd	71.6	71.7	71.8	0.2	0.1
SAN DIEGO FWY					
e/o Wilmington Blvd	84.4	85.2	85.2	0.8	0
SAN GABRIEL AVE					
n/o PCH	65.0	69.6	72.5	7.5	2.9

1 **Table 3.9-20. Project Roadway Traffic Noise Level Increase (concluded).**

ROADWAY SEGMENT	Existing Noise Level CNEL, dBA	Future w/o Project Noise Level CNEL, dBA	Future w/ Project Noise Level CNEL, dBA	Future Increase Above Existing, dB	Project Incremental Contribution dB
TERMINAL ISLAND FWY					
s/o PCH	76.1	74.9	74.2	-1.9	-0.7
n/o PCH	75.3	70.5	69	-6.3	-1.5
between Off and loop On ramp at PCH	76.1	75.5	75.6	-0.5	0.1
s/o PCH off ramp	78.0	79.5	79.6	1.6	0.1
n/o Ocean Blvd	72.8	76.7	75.9	3.1	-0.8
s/o Henry Ford Ave	74.2	78.1	77.6	3.4	-0.5
between Henry Ford Ave and Anaheim St	76.5	79.1	78.9	2.4	-0.2
e/o Seaside Ave	75.0	76.8	76.7	1.7	-0.1
s/o Willow St	71.5	65.2	63.1	-8.4	-2.1
W ANAHEIM ST					
w/o Harbor Ave	71.3	72.1	72	0.7	-0.1
e/o Santa Fe Ave	73.1	73.6	73.6	0.5	0
w/o Seabright Ave	71.9	72.5	72.5	0.6	0
w/o E I St	69.8	71	71.1	1.3	0.1
between Seabright Ave and Santa Fe Ave	71.6	72.3	72.3	0.7	0
W HARRY BRIDGES BLVD					
between Wilmington Blvd and Neptune Ave	71.5	72.5	72.6	1.1	0.1
between Hawaiian Ave and Wilmington Blvd	72.0	72.7	72.7	0.7	0
between Neptune Ave and Fries Ave	70.9	71.2	71.2	0.3	0
between Figueroa St and Mar Vista Ave	72.0	72.6	72.6	0.6	0
between Fries Ave and Avalon Blvd	72.2	73.4	73.4	1.2	0
between Mar Vista Ave and Hawaiian Ave	72.0	72.6	72.6	0.6	0
W PACIFIC COAST HIGHWAY					
between I-710 NB and SB ramps	72.7	74.5	74.2	1.5	-0.3
e/o San Gabriel Ave	73.9	75.4	74.7	0.8	-0.7
between San Gabriel Ave and Santa Fe Ave	73.9	75.3	74.7	0.8	-0.6
between Terminal Island Fwy SB and NB ra	72.6	73.7	74	1.4	0.3
e/o Santa Fe Ave	73.7	75.2	74.6	0.9	-0.6
e/o Harbor Ave	72.5	74.4	74	1.5	-0.4
W WILLOW ST					
between NB and SB Terminal Island Fwy	71.7	69.3	68.6	-3.1	-0.7
between Terminal Island Fwy and Santa Fe	69.1	69	69	-0.1	0
between Santa Fe Ave and Easy Ave	68.9	68.8	68.8	-0.1	0
e/o Easy Ave	70.0	69.7	69.7	-0.3	0
w/o NB I-710 on ramp	69.5	68.9	68.8	-0.7	-0.1

Table 3.9-20. Project Roadway Traffic Noise Level, CNEL, Increase.

Roadway Segment	Existing Noise Level, CNEL, dBA	Future w/o Project Noise Level, CNEL, dBA	Future w/ Project Noise Level, CNEL, dBA	Future Increase Above Existing, dB	Project Incremental Contribution, dB (3rd - 2nd)
ACCESS RD			-		
e/o Ferry St	67.8	65.9	70.2	2.4	4.3
ALAMEDA ST			-		
s/o Anaheim St	74.5	75.8	75.9	1.4	0.1
E ANAHEIM ST					
between Anaheim and Henry Ford	71.7	72.9	73.3	1.6	0.4
e/o Henry Ford Ave	73.0	74.3	74.8	1.8	0.5
w/o Anaheim Way	73.0	74.3	74.8	1.8	0.5
between Henry Ford Ave and Terminal Island	73.0	74.3	74.8	1.8	0.5
E HARRY BRIDGES BLVD			-		
e/o Avalon Blvd	72.1	73.5	73.6	1.5	0.1
E SEPULVEDA BLVD			-		
e/o Alameda St	70.7	69.8	69.8	-0.9	0.0
FERRY ST			-		
between Seaside Ave and Access Rd	68.1	-	69.7	1.6	-
between Terminal Way and Pilchard St	70.7	-	72.7	2.0	-
HARBOR FWY			-		
n/o 220th ST	83.4	84.8	84.9	1.5	0.1
JOHN S GIBSON BLVD			-		
n/o I-110 Ramps	70.7	71.8	71.8	1.1	0.0
N SEASIDE AVE			-		
w/o Navy Way	78.9	81.7	81.7	2.8	0.0
e/o Navy Way	79.6	82.0	81.9	2.3	-0.1
e/o Ferry St	72.8	74.9	74.4	1.6	-0.5
NAVY WAY			-		
s/o Reeves Ave	71.4	77.8	77.7	6.3	-0.1
s/o Terminal Way	73.4	78.8	78.4	5.0	-0.4
NEW DOCK ST			-		
w/o Henry Ford Ave	69.4	74.1	74.0	4.6	-0.1
e/o Henry Ford Ave	71.7	76.8	76.5	4.8	-0.3
w/o SB off ramp Terminal Island Fwy	71.7	76.8	76.5	4.8	-0.3
w/o NB on ramp Terminal Island Fwy	69.0	75.7	75.8	6.8	0.1
between Terminal Island Fwy SB and NB Ramp	69.0	75.7	75.8	6.8	0.1
PACIFIC COAST HIGHWAY			-		
w/o East Rd	72.2	72.1	71.9	-0.3	-0.2
S FRIES AVE			-		
s/o Water St	68.7	72.5	72.6	3.9	0.1

~~**Table 3.9-20. Project Roadway Traffic Noise Level Increase (concluded).**~~

~~Roadway Segment~~	~~Existing Noise Level, CNEL, dBA~~	~~Future w/o Project Noise Level, CNEL, dBA~~	~~Future w/ Project Noise Level, CNEL, dBA~~	~~Future Increase Above Existing, dB~~	~~Project Increase Contribution, dB~~
~~between Harry Bridges Blvd and Water St~~	~~67.0~~	~~70.9~~	~~71.2~~	~~4.2~~	~~0.3~~
~~**SAN DIEGO FWY**~~			-		
~~e/o Wilmington Blvd~~	~~84.4~~	~~85.2~~	~~85.5~~	~~1.1~~	~~0.3~~
~~**SAN GABRIEL AV**~~			-		
~~n/o PCH~~	~~65.0~~	~~69.6~~	~~64.5~~	~~-0.5~~	~~-5.1~~
~~**TERMINAL ISLAND FWY**~~			-		
~~between Off and loop On ramp at PCH~~	~~76.1~~	~~75.7~~	~~75.7~~	~~-0.4~~	~~0.0~~
~~s/o PCH off ramp~~	~~78.0~~	~~79.6~~	~~79.7~~	~~1.7~~	~~0.1~~
~~between Henry Ford Ave and Anaheim St~~	~~76.5~~	~~78.8~~	~~78.4~~	~~1.9~~	~~-0.4~~
~~Terminal Island n/o Ocean Blvd~~	~~72.8~~	~~76.6~~	~~75.0~~	~~2.2~~	~~-1.6~~
~~**TERMINAL WAY**~~			-		
~~w/o Ferry St~~	~~72.4~~	~~75.0~~	~~74.7~~	~~2.3~~	~~-0.3~~
~~w/o Earle St~~	~~71.9~~	~~74.5~~	~~74.4~~	~~2.5~~	~~-0.1~~
~~**W HARRY BRIDGES BLVD**~~			-		
~~between Wilmington Blvd and Neptune Ave~~	~~71.5~~	~~72.4~~	~~72.6~~	~~1.1~~	~~0.2~~
~~between Hawaiian Ave and Wilmington Blvd~~	~~72.0~~	~~72.5~~	~~72.7~~	~~0.7~~	~~0.2~~
~~between Neptune Ave and Fries Ave~~	~~70.9~~	~~71.0~~	~~71.2~~	~~0.3~~	~~0.2~~
~~between Figueroa St and Mar Vista Ave~~	~~72.0~~	~~72.4~~	~~72.6~~	~~0.6~~	~~0.2~~
~~between Fries Ave and Avalon Blvd~~	~~72.2~~	~~73.3~~	~~73.4~~	~~1.2~~	~~0.1~~
~~between Mar Vista Ave and Hawaiian Ave~~	~~72.0~~	~~72.5~~	~~72.6~~	~~0.6~~	~~0.1~~

Roadways with noise-sensitive receptors experiencing Existing Plus Project increase contributions greater than 3 dBA would be categorized as having significant noise impacts. None of those roadways are located in the City of Los Angeles.

Revise Table 3.9-23 by adding column indicating approximate distance to nearest construction area

Table 3.9-23. Summary of the Predicted Nighttime Construction Noise Levels for SCIG Construction.

Receptor Number	Receptor Location	Approximate Distance to Nearest Construction Area, feet	Predicted Nighttime Exterior Construction Noise Level – Worst Case 2013, dBA	Measured Nighttime Ambient Noise Level, dBA [1]	Predicted Increase in Ambient Noise Level with Nighttime Construction, dB	City of Long Beach Noise Ordinance, Nighttime Exterior Standard, L50, dBA [2]
R1	Residence at 2789 Webster – rear yard	6,500	33.3	37.7	+1.3	45
R2	Buddhist Temple at Willow and Webster	5,000	36.3	46.1	+0.4	45
R7A	Century Villages at Cabrillo	700	50.7	51.1	+2.8	45

1) Lowest Nighttime Ambient Noise Level, L50.
2) Nighttime noise standard for a cumulative period of 30 minutes in a 60 minute period. Higher noise levels are permitted for shorter time periods.

Revise Impact NOI-6, section on Existing Plus Project Traffic Noise Levels as follows:

Table 3.9-18 summarizes the predicted roadway traffic noise levels once the proposed Project is in full operation. Portions of the following roadways in the City of Long Beach include noise-sensitive land uses that would be expected to experience future traffic noise levels above 70 CNEL: E. Anaheim St., Long Beach Freeway, Pacific Coast Highway, Terminal Island Fwy, W. Anaheim Street, W. Pacific Coast Highway, and W. Willow Street.~~Long Beach Freeway and the Terminal Island Freeway~~.

The Project's predicted noise level increase over existing levels is summarized in Table 3.9-19. Roadways in Long Beach with noise-sensitive land uses would not experience a Project-related increase in traffic noise level exceeding 1 dB~~ except at segments of W Willow St~~. The majority of roadways within the City would experience a Project related traffic noise decrease ~~as a result of the Project~~ because the Project would reduce truck traffic on roadways north of the Project site.

Table 3.9-20 shows the predicted cumulative noise level increase over existing levels and the Project's contribution upon build out (i.e., in 2035). Roadways in Long Beach with noise-sensitive land uses would not experience a cumulative noise level increase over existing noise levels of 3 dBA or greater.

Revise Mitigation Measure MM NOI-2, items (c), (h), and (j) as follows:

a) Temporary Noise Barriers. When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors unless and until the soundwall provided in MM NOI-1 has been built ~~or~~ and the construction noise management plan (see (l) below) demonstrates that temporary barriers are not necessary.

b) Notification. Notify residents near the proposed Project site and within at least a one mile radius of the Project site of the construction schedule in writing (in both English and Spanish, and other languages if necessary) via brochures, mailings, community meetings, and a project website..

c) Portable Generators. Avoid the use of portable generators if electricity can be obtained from the local power grid.

d) Noise Complaints. Assign a construction liaison to respond to noise complaints. Post contact information at the construction site, in public notices, and on a project website.

3.2.13 Changes Made to RDEIR Section 3.10 Transportation/Circulation

Section 3.10.2 Environmental Setting

Section 3.10.2.3 Existing Transit Service

Section 3.10.2.3.1 Other Modes – Bicycle and Pedestrian

Revise 1st paragraph as follows:

Other modes of travel within the study area include pedestrian and bicycle. Because the proposed Project will use designated truck routes, trucks cannot use other streets. On the designated truck routes there ~~are~~ is currently ~~no~~ one on-street bicycle facility, Anaheim Street between Henry Ford Avenue and "I" Street~~ies~~. The City of Los Angeles Bicycle Master Plan identifies Pacific Coast Highway in the project vicinity as a Class II designated bikeway that will include bicycle lanes in the future. ~~Other parallel roadways such as Lomita Boulevard and Anaheim Street are also designated as Class II bikeways, but do not currently have bicycle lanes in place. The five-year implementation plan does not include Pacific Coast Highway. However, Lomita Boulevard~~ Streets between Pacific Coast Highway and Harry Bridges Boulevard, ~~and~~ Anaheim Street from Western Avenue to Henry Ford Avenue and Pacific Coast Highway between Western Avenue and east of the Los Angeles River are included as future facilities.~~in the five-year implementation plan as Priority 2 (second highest funding priority).~~ Per Caltrans Directive 09-06 all new and modified signals such as the proposed Project entrance at Pacific Coast Highway will include bicycle detection.

Section 3.10.3 Vehicular Traffic and Rail Impacts and Mitigation Measures

Section 3.10.3.1 Methodology for Traffic

Revise QuickTrip section as follows:

QuickTrip is a spreadsheet truck trip generation model that was developed for the *Ports of Long Beach and Los Angeles Transportation Study*. QuickTrip estimates terminal truck flows by hour of the day based on TEU throughput and using assumed terminal operating parameters. The QuickTrip model was run and tested against the gate data (gate counts and historical gate data from the terminals). These data (TEU per container ratio, monthly TEU throughput, mode split, hours of operation, dual move percentage, worker shift splits and peaking factors) were input into QuickTrip for each terminal.

QuickTrip was validated by comparing estimates of gate activity to actual gate counts conducted in the field. The results of the validation exercise indicate that the QuickTrip model is able to estimate truck movements by day and peak hour within 2 to 10 percent of actual counts for all terminals, depending on which peak hour is modeled. Quicktrip is used to produce a daily and hourly trip generation based on the off-dock intermodal demand of the port terminals. QuickTrip was used to determine the single highest peak hour of Port trip generation within each peak period, ~~both~~ AM, Midday and PM.

Section 3.10.3.3 Analysis Scenarios

Section 3.10.3.3.1 CEQA Baseline: Existing Uses

Revise second paragraph as follows:

Trip generation by the existing uses was determined by collecting ~~traffic~~ driveway counts as well as obtaining daily and peak hour trip generation estimates from tenants. ~~during the AM (6:00 – 9:00 AM) MD (1:00 – 4:00 PM) and PM (4:00 – 6:00 PM) periods in February 2012~~ (see Appendix G for ~~for details of~~ traffic count ~~methodology~~data). Table 3.10-12 summarizes CEQA Baseline peak hour trip generation for each business at each of the driveway access points.

Section 3.10.3.3.2 Project-Related Trip Generation Forecast

Revise 3d paragraph as follows:

Because of its location approximately 4 miles from the Ports, the proposed Project would eliminate a portion (estimated at 95 percent) of existing and future intermodal truck trips between the Port and the BNSF's Hobart/Commerce Yard, which is located approximately 24 miles north of the Ports in the cities of Los Angeles and Commerce, by diverting them to the proposed SCIG facility. The remaining approximately 5 percent of direct intermodal cargo that would not be handled at SCIG represents shipments that cannot be handled at SCIG due to low volume destinations, "missed connections" or other logistical reasons. All truck trips between the Ports and the SCIG facility would be required to use designated truck routes to avoid local neighborhoods and sensitive receptors. Figure 3.10-5 illustrates the current primary local truck routes between Port facilities and the major transportation corridors leading to BNSF's Hobart/Commerce Yard (red/dashed line), and the designated routes between Port facilities and the proposed Project (green/dotted line). These changes in traffic patterns, which are evaluated in this EIR, are being proposed in order to shorten truck trips for movement of containers between ships and railcars, thereby easing traffic conditions on local freeways and reducing regional air quality impacts. ~~On the I-710 freeway, which is the primary roadway facility that services current Hobart/Commerce Yard traffic,~~ The proposed Project could reduce over 1.8 million international intermodal drayage trips per year along I-710 between the port area and the BNSF Hobart/Commerce Yard.~~it is estimated that the project will reduce over 1.3 million truck trips per year between the SCIG project site and the BNSF Hobart/Commerce Yard~~. This is due to the fact that the trips will occur to SCIG rather than to Hobart/Commerce Yard, thus eliminating the trips on I-710. The proposed Project would provide direct access to the Alameda Corridor and enable the Alameda Corridor to reach its potential in terms of train capacity, thereby further realizing the significant benefits that already result from its use.

Revise 2nd paragraph of Port of Los Angeles Heavy Container Corridor Access section as follows:

Access could be provided across an at-grade crossing with the proposed rail line serving the proposed Project to E. Opp Street with another at-grade crossing and then to East "I" Street, which was analyzed. Access to the alternate sites would be provided across an at-grade crossing of the SCIG South Lead Track at E. Opp Street with another at-grade crossing to Farragut Ave. and then to East "I" Street leading to Anaheim Street, which was analyzed. Alternative access to the north via the access road along the Dominguez Channel that connects to PCH would not occur. BNSF would be the entity to implement any crossing improvements in accordance with PUC requirements, and would submit the application for construction of any new crossings or modification of existing crossings. ~~Alternative access to the 10-acre alternative site would either be from Pacific Coast~~

~~Highway via the access road along Dominguez Channel that connects to E Road at the Pacific Coast Highway ramps.~~

Section 3.10.3.5 Impacts and Mitigation

3.10.3.5.1 Proposed Project Traffic Conditions

Revise 1st paragraph as follows:

The proposed Project trip generation was determined by using the proposed Project lifts (container trips) from the average weekday of the peak month of port operation at port buildout consistent with Port transportation planning practice, the QuickTrip outputs, and adjustments for bobtail and container trips based on the rates shown in Table 3.10-21 for the projected daily period used to derive peak hour traffic analysis. The resultant proposed Project trip generation is shown in Table 3.10-21.

Revise 3rd paragraph of Impact TRANS-2 as follows:

The analysis indicates that the proposed project would result in a reduction in the volume/capacity ratio (an improvement in intersection performance) at a number of study locations. This is due to several factors:

- ~~The proposed SCIG project would operate more efficiently than the existing intermodal facilities, thus producing fewer total truck trips than would have been generated without the project~~
- Changes in land uses would shift the majority of existing trips related to businesses operating at the alternate sites to Anaheim Street from Pacific Coast Highway and Sepulveda Boulevard.
- Proposed Project truck trip routing would limit trucks to designated truck routes

Add a new paragraph and table immediately following Table 3.10-26 and before Impact Determination as follows:

There would be only one at-grade highway-rail crossing along the SCIG designated truck routes that would be projected to result in additional vehicular traffic flow where freight trains cross. This crossing is the West Basin lead track crossing on Henry Ford Avenue, located just south of Anaheim Street (Public Utilities Commission crossing ID. 114A-17.44-C). Sections 3.10.3.2 and 3.10.3.4 describe the methodology and significance criteria for proposed Project operations that may cause an increase in rail activity and/or delays at rail crossings used. The following table summarizes the analysis that was conducted for the Henry Ford Avenue crossing, and indicates there would be no impacts to the Henry Ford Avenue at-grade rail crossing as a result of the proposed Project:

	2035 Cumulative
Vehicle Hours of Delay per Day	156.2
Average Delay per Vehicle in AM Peak Hour (seconds)	26.4
Level of Service AM Peak Hour	C
Average Delay per Vehicle in Midday Peak Hour (seconds)	27.1
Level of Service Midday Peak Hour	C
Average Delay per Vehicle in PM Peak Hour	28.5

(seconds)	
Level of Service PM Peak Hour	C
LOS E (55 – 80 seconds of average delay per vehicle)	Significant if >2 seconds
LOS F (over 80 seconds of average delay per vehicle)	Significant if >1 second
Significant?	No

Based on the above, the impact is considered to be less than significant and no new mitigation is required. It should also be noted, as part of another independent project, the POLA will be implementing a freight train advance warning system at this location in 2013. This warning system entails the installation of three changeable message signs (CMS) upstream of the track crossing on Henry Ford Avenue. The three CMS will be installed at the following approximate locations: southbound Henry Ford Avenue north of Anaheim Street, eastbound Anaheim Street, west of Henry Ford Avenue, and northbound on the Terminal Island freeway (SR 47) just north of Ocean Boulevard. The CMS message will entail advance notification of a blockage of greater than 10 minutes, which is expected to prompt motorists to divert to another street (e.g., Anaheim Street or Pier A Way) This warning system is in addition to the standard automated crossing control system with warning lights and gates that currently exists. Caltrans will also be installing a fourth CMS as part of the Commodore Schuyler F. Heim Bridge replacement project, currently under construction. All of these improvements are considered reasonable foreseeable and will improve vehicular traffic circulation, level of service, and safety at at-grade rail crossings.

Revise Impact TRANS-7 as follows:

Impact TRANS-7: Proposed Project operations would not result in inadequate emergency access.

The proposed project site has primary access through the main entrance gate at the south end of the Project site from Pacific Coast Highway, but will also provide an emergency access gate at the north end of the Project site from Sepulveda Boulevard, where an underpass would meet requirements for emergency access. Therefore adequate emergency access will be provided to the Project site.

No public through traffic is currently permitted on the Project site between Pacific Coast Highway and Sepulveda Boulevard, which would not change due to the proposed Project, therefore offsite emergency access will not be affected by the proposed Project.

Emergency access to alternate business sites would be from Farragut Avenue (E. "I" Street) and/or Pacific Coast Highway.

Emergency access will be provided as part of the overall construction plan.

Impact Determination

No impact.

Mitigation Measures

No mitigation would be required.

Residual Impacts

No impact.

Revise 1st paragraph of Impact TRANS-8 as follows:

Implementation of the Project will not conflict with policies, plans or programs regarding alternative transportation. Transit access will continue to occur on area roadways, the proposed bicycle facilities in the local area will remain the same, and no pedestrian facilities will be removed as part of the design or operations of the Project. The intersection at the proposed Project entrance on Pacific Coast Highway will include bicycle detection on all intersection approaches as directed by Caltrans Directive 09-06.

3.2.14 Changes Made to DEIR Section 3.11 Public Services and Utilities

Section 3.11.4 Impacts and Mitigation

Section 3.11.4.3 Impacts and Mitigation

Change Impact PS-6 as follows:

Impact PS-6: The proposed Project would ~~not~~ result in an increase in solid waste generation that would exceed the capacity of existing solid waste handling and disposal facilities.

3.2.15 Changes Made to DEIR Section 3.12 Water Resources

Section 3.12.2 Environmental Setting

Section 3.12.2.2 Surface Water

Section 3.12.2.2.1 Dominguez Channel

Revise 1st paragraph and add footnote as follows:

Historically, the area that is now the Los Angeles-Long Beach port complex consisted of salt and freshwater (Dominguez Slough) marshes and mudflats. The Los Angeles River frequently flowed along what is now the Dominguez Channel. In the early 20th century, with the development of the port complex and the increasing development of the surrounding region, the Los Angeles River was lined and relocated eastward to its present location and its course.~~, and thes well as~~ In addition, the Dominguez Slough~~,~~ was channelized for flood protection, creating the present Dominguez Channel (LADPW, 2011), which drains an area of western and southern Los Angeles County designated the Dominguez Watershed.[1]

The Channel is expected to be remapped as a Special Flood Hazard Area and alternatives to mitigate any hydraulic deficiencies the channel may have are being evaluated. According to the Los Angeles County Department of Public Works, the proposed Project is not anticipated to impact flood protection or emergency access to Dominguez Channel (Duong, 1-23-12).

Revise 3d paragraph as follows:

Today, the Dominguez Watershed is comprised of approximately 133 square miles of land in the southern portion of Los Angeles County. Ninety-three percent of its total area is developed and the overall watershed land use is predominantly residential. Rather than being defined by the natural topography of its drainage area, the Dominguez ~~w~~Watershed boundary is defined by a complex network of storm drains and smaller flood control channels.

Revise 5th paragraph as follows:

There are approximately 60 active, individual National Pollution Discharge Elimination System (NPDES) permitted discharges to the Dominguez Channel and to the Los Angeles and Long Beach Harbors. These include four refineries which discharge stormwater to the Dominguez Channel intermittently, two generating stations which discharge to the inner harbor areas and the Terminal Island Water Reclamation~~Treatment~~ Plant. The Terminal Island Water Reclamation~~Treatment~~ Plant is the single publicly owned treatment works (POTW; defined as a wastewater treatment facility owned by a state or municipality) that discharges to the watershed. This secondary-treated effluent is discharged to the outer Los Angeles and Long Beach Harbor and is under a time schedule order to eliminate the discharge. In addition, there are approximately 50 active, general NPDES permitted discharges to the watershed.

Section 3.12.3 Applicable Regulations

Section 3.12.3.1 Clean Water Act

Section 3.12.3.1.2 CWA Section 401

Revise 1st paragraph as follows:

Every applicant for a federal permit or license for any activity that may result in a discharge to a water body must obtain ~~State~~Federal Clean Water Act Section 401 Water Quality Certification for the proposed activity and comply with state water quality standards prescribed in the Certification. In California, these certifications are issued by the SWRCB under the auspices of the RWQCB.

Section 3.12.3.3

Revise 1st paragraph as follows:

The California Industrial Storm Water General Permit (CAS000001) was issued by the SWRCB on November 19, 1991, and reissued on April 17, 1997 (Order 97-03-DWQ). An updated draft General Permit was circulated for public comment in 2011, but has not yet been adopted. The General Permit regulates the discharge of storm water associated with certain types of industrial activities. Facilities must self-enroll by filing a Notice of Intent (NOI) to be covered under the General Permit. The General Permit regulates discharges from industrial activities [as defined at 40 C.F.R. 122.26(b)(14)] at the Ports that have the potential to discharge contaminated storm water runoff. At the POLA, individual tenant facilities are responsible for filing an NOI and for conducting monitoring and sampling of their storm water discharges.

Section 3.12.4.3 Impacts and Mitigation

Section 3.12.4.3.1 Construction Impacts

Revise 1st paragraph of Impact WR-1a as follows:

Impact WR-1a: Construction activities could create discharges that would cause pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory water quality standards to be violated.

The proposed Project would include the construction of a new intermodal railyard (the SCIG facility) and new facilities for ~~relocated~~ some tenants and businesses on nearby alternate sites~~parcels~~. As described in Section 2.4, the basic construction components of the proposed Project are:

- Demolition of existing site features;
- Site preparation including grading, and soil and groundwater remediation as necessary ;
- Relocating or reinforcing in place underground pipelines;
- Installation of bridges, tracks, signals, buildings, utilities, paving, and other facilities; and
- Pile driving and in-water construction to widen the Dominguez Channel rail bridge.

Change WR-1 to WR-1a under Impact WR-1a Mitigation Measures as follows:

Mitigation Measures

Mitigation Measure WR-1a would reduce the risk of discharges and spills of silt, debris, and contaminants reaching the waters of the Dominguez Channel by imposing controls and restrictions on construction activities.

Mitigation Measure WR-1a: The following measures shall be implemented during the reconstruction of the Dominguez Channel Railroad Bridge

Section 3.12.4.3.2 Operational Impacts

Revise 2nd paragraph of Impact WR-1b as follows:

Hazardous substances used during operation of the SCIG facility and at the ~~relocated facilities~~alternate sites for tenants and businesses would be stored and handled in accordance with the facilities' Business Plans, which would be submitted to the LACFD for approval, and, for the SCIG facility, BNSF's corporate hazardous substances management plans (see section 3.7.2 for details). Those plans incorporate standard practices for storage and handling, notifications, and emergency response.

Revise 12th paragraph of Impact WR-1b as follows:

Without project design measures, operational activities associated with the proposed Project due to the increase in paved surface from the new SCIG facility and associated buildings, roads and paved areas, ~~relocated~~ alternate sites for tenants and businesses, and widened bridges have the potential to adversely affect the quality of stormwater runoff. Stormwater sampling at other industrial facilities in the Project area (MBC, 2005) detected pollutants such as metals and semivolatile organic compounds: copper, lead, mercury, nickel, and zinc occurred in stormwater samples at elevated concentrations. However, the study concluded that mixing with receiving waters would rapidly dilute the pollutants so that receiving water standards would not be exceeded. It is reasonable to expect that these findings would also apply to stormwater runoff from the proposed Project site. The proposed Project would be subject to the County SUSMP and its water quality treatment and flow mitigation requirements, as outlined above, and the operators of the Project facilities would implement the requirements of their Industrial Stormwater General permits, which would mandate the use of post-construction design-phase BMPs such as (but not limited to) oil/water separators, catch basin inserts, media filtration, and extended detention basins. With these controls, runoff during the operational phase of the proposed Project would not create pollution, contamination, a nuisance, or violate any water quality standards.

Section 3.12.4.5 Mitigation Monitoring

Revise entries for Responsible Parties under WR-1a and WR-6a in Table 3.12-5 Mitigation Monitoring for Water Resources as follows:

BNSF construction contractor(s) for SCIG and construction contractor(s) for ~~Relocated~~ Alternate Tenant~~s~~ Sites will be responsible for …

3.2.16 Changes Made to RDEIR Section 4 Cumulative Analysis

Section 4.2 Cumulative Impact Analysis

Section 4.2.2 Air Quality and Meteorology

Section 4.2.2.4 Cumulative Impact AQ-3: Would operation of the proposed Project result in operational emissions that would exceed 10 tons per year of VOCs and SCAQMD thresholds of significance?

Correct table reference in first sentence of subsection "Mitigation Measures and Residual Cumulative Impacts":

All feasible mitigation measures for operational emissions associated with the proposed Project have been applied as described in Table 3.2-~~3~~26.

Section 4.2.3 Biological Resources

Section 4.2.3.3 Cumulative Impact BIO-4: Would the Project substantially contribute to interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Revise text as follows:

Impacts of Past, Present, and Reasonably Foreseeable Future Projects Including the Proposed Project

The southern portion of Los Angeles County contains few wildlife migration corridors. Migratory waterfowl (ducks, geese, and shorebirds) utilize the region's waterways, specifically the Los Angeles River and, to a lesser extent, the Dominguez Channel, as stopovers during spring and fall migrations, migratory terrestrial birds fly over the region, and wildlife such as coyotes, raccoons, and similar mammals use open spaces and waterways as corridors. In general, such corridors are afforded regulatory protection through the state and federal programs and initiatives described in Section 3.3.3. The exception is the effects of bright lights on migratory birds, which can become disoriented, with consequent adverse effects (e.g., Malakoff, 2001). The past, present, and reasonably foreseeable future projects, including the proposed Project, would add to the bright light and glare that characterizes urban Los Angeles., ~~but the additions would be relatively small. Accordingly, the related projects would not result in significant cumulative impacts related to wildlife migration corridors.~~

Contribution of the Proposed Project (Prior to Mitigation)

As the Project site does not contain any wildlife migration corridors or nursery sites, the proposed Project would not make considerable contributions to cumulative impacts on wildlife migration corridors or nursery sites. As the proposed Project would operate 24 hours per day, night lighting at the facility would represent a new source of glare that could affect the migration of some bird species. However, as described in Section 3.3.4.3, the inclusion of modern lighting compliant with the Port's terminal lighting guidelines and the fact that night light is already prevalent throughput the BSA means that the

proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact.

Mitigation Measures and Residual Cumulative Impacts

No mitigation measures are required and there would be no residual cumulative impacts.

Section 4.2.6 Greenhouse Gases

Section 4.2.6.2 Cumulative Impact GHG-1: Would the proposed Project result in a cumulatively substantial increase in construction-related and operation-related GHG emissions?

Revise subsection "Mitigation Measures and Residual Cumulative Impacts" to include reference to MM GHG-10 as follows:

Mitigation Measures and Residual Cumulative Impacts

A number of project features would reduce GHG emissions, including the use of electric RMG cranes, idle reduction devices for locomotives, and a site administration building that is LEED certified. ~~Nine~~Ten~~Seven~~ mitigation measures would be implemented for the proposed Project that are expected to reduce GHG emissions (**MM GHG-1** through **MM GHG-~~9~~10**; Section 3.6.4.5). They include increased energy efficiency, recycling, and solar energy use; tree planting; and water conservation. However, since the reductions from those measures cannot be quantified, the proposed Project would make a cumulatively considerable contribution to a significant cumulative impact.

Section 4.2.10 Transportation and Circulation

Section 4.2.10.4 Cumulative Impact TRANS-2: Would long-term vehicular traffic have a significant adverse impact on at least one study intersection's volume/capacity ratios or level of service?

Insert the following text at the end of subsection "Impacts of Past, Present, and Reasonably Foreseeable Future Projects Including the Proposed Project":

There would be only one at-grade highway-rail crossing along the SCIG designated truck routes that would be projected to result in additional vehicular traffic flow where freight trains cross. This crossing is the West Basin lead track crossing on Henry Ford Avenue, located just south of Anaheim Street (Public Utilities Commission crossing ID. 114A-17.44-C). Sections 3.10.3.2 and 3.10.3.4 describe the methodology and significance criteria for proposed Project operations that may cause an increase in rail activity and/or delays at rail crossings used. The following table summarizes the analysis that was conducted for the Henry Ford Avenue crossing, and indicates there would be no impacts to the Henry Ford Avenue at-grade rail crossing as a result of the proposed Project:

	2035 Cumulative
Vehicle Hours of Delay per Day	156.2
Average Delay per Vehicle in AM Peak Hour (seconds)	26.4
Level of Service AM Peak Hour	C
Average Delay per Vehicle in Midday Peak Hour (seconds)	27.1

Level of Service Midday Peak Hour	C
Average Delay per Vehicle in PM Peak Hour (seconds)	28.5
Level of Service PM Peak Hour	C
LOS E (55 – 80 seconds of average delay per vehicle)	Significant if >2 seconds
LOS F (over 80 seconds of average delay per vehicle)	Significant if >1 second
Significant?	No

Based on the above, the impact is considered to be less than significant and no new mitigation is required. It should also be noted, as part of another independent project, the POLA will be implementing a freight train advance warning system at this location in 2013. This warning system entails the installation of three changeable message signs (CMS) upstream of the track crossing on Henry Ford Avenue. The three CMS will be installed at the following approximate locations: southbound Henry Ford Avenue north of Anaheim Street, eastbound Anaheim Street, west of Henry Ford Avenue, and northbound on the terminal island freeway (SR 47) just north of Ocean Boulevard. The CMS message will entail advance notification of a blockage of greater than 10 minutes, which is expected to prompt motorists to divert to another street (e.g., Anaheim Street or Pier A Way) This warning system is in addition to the standard automated crossing control system with warning lights and gates that currently exists. Caltrans will also be installing a fourth CMS as part of the CS Heim Bridge replacement project, currently under construction. All of these improvements are considered reasonable foreseeable and will improve vehicular traffic circulation, level of service, and safety at at-grade rail crossings. The FEIR will be modified to include this information regarding the Henry Ford Avenue crossing.

3.2.17 Changes Made to RDEIR Section 5 Alternatives

Section 5.3 Alternatives Carried Forward for Analysis

Revise 2nd paragraph as follows:

The No Project Alternative considers what would reasonably be expected to occur if the proposed Project was not built. The Reduced Project Alternative would consist of the same near-dock railyard described in the proposed Project, but with activity levels limited by lease conditions. These two alternatives and their impacts are described and analyzed in Sections 5.4 and 5.5, and their cumulative impacts are evaluated in Section 5.6. The No Project Alternative and the Reduced Project Alternative both use the same total BNSF share of intermodal cargo assumption of 2.0 million TEU for BNSF. This 2.0 million TEU cargo assumption is based upon the LAHD's cargo forecasts, which show that the international cargo combined for both railroads is projected to be 4.1M TEU (see Section 1.1.5.3 Table 1-4) and LAHD's data showing that this international cargo total is split equally between BNSF and Union Pacific (see Appendix G4). The two railroads historically have had market shares of approximately 50 percent each and this historical trend supports the assumption used in the analysis of both alternatives that cargo will continue to be split equally by the two railroads, .e.g, approximately 2.0 million TEU to BNSF, and 2.0 million TEU to Union Pacific.

Section 5.4 Alternative 1: No Project

Section 5.4.1 Project Description

Revise 2nd paragraph as follows:

Forecasted increases in cargo throughput at the two San Pedro Bay Ports, including intermodal cargo, would still occur as the improvements in operational efficiencies at the Ports described in Chapter 1 are implemented. BNSF has represented that, in the No Project Alternative, the additional intermodal cargo (direct intermodal, transloaded, and domestic) would be handled at the Hobart/Commerce Railyard, east of downtown Los Angeles, approximately 24 miles north of the San Pedro Bay Ports (BNSF, 2012). By 2035, the year of full operation for the Reduced Project and the proposed Project, the No Project Alternative analysis assumes that BNSF would handle approximately 2.0 million direct intermodal TEUs from the ports per year.

Revise 6th paragraph and Table 5-2 as follows:

This alternative also assumes that drayage trucks that would operate between the marine terminals and the SCIG facility under the proposed Project would instead continue to operate between the marine terminals and the Hobart/Commerce Yard. Accordingly, the No Project Alternative would result in 212 additional truck trips on I-710 above the baseline per average day between the Project site and the Hobart/Commerce Yards in each direction in 2023 and increasing to ~~6,082~~3,751 additional trips per day in 2035 and thereafter (see Table ~~2~~5-2). Because of the distance to the Hobart/Commerce Yard, each trip would be approximately 20 miles longer in each direction than under the proposed Project.

Table 5-2. Traffic at the Project Site Under the No Project Alternative.

Scenario	Total annual truck roundtrips
CEQA Baseline (2010)	
Hobart trucks	466,818
Business operation trucks	515,349
Total trucks in CEQA Baseline	**982,167**
No Project	
Hobart trucks	~~1,561,520~~1,142,159
Business operation trucks	587,488
Total trucks in No Project	**~~2,149,008~~1,729,647**
Net Change (No Project minus CEQA Baseline)	**~~1,166,841~~747,480**

Section 5.4.2 Impact Analysis

Section 5.4.2.2 Air Quality

Revise Tables 5-3 and 5-4 as follows:

Table 5-3. Average Daily Operational Emissions – No Project Alternative.

Source Category	Average Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
Project Year 2016						
Trucks On-Site	14	50	95	0	5	2
Trucks Off-Site [b, c]	53	224	837	2	81	29
CHE	16	1566	148	1	8	7
Employee Commute On-Site	0	5	0	0	1	0
Employee Commute Off-Site [b]	3	111	10	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	15	45	517	1	11	10
Total - Project Year 2016 [d]	102	2,002	1,609	4	153	61
CEQA Impacts						
CEQA Baseline Emissions	140	1958	2175	21	178	84
No Project minus CEQA Baseline	-38	44	-566	-17	-25	-23
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	No	No
Project Year 2023						
Trucks On-Site	13	50	55	0	5	2
Trucks Off-Site [b, c]	48	198	463	3	102	36
CHE	11	874	97	1	7	6
Employee Commute On-Site	0	3	0	0	1	0
Employee Commute Off-Site [b]	1	68	6	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	15	71	557	1	8	7
Total - Project Year 2023 [d]	89	1,264	1,182	5	170	64
CEQA Impacts						
CEQA Baseline Emissions	140	1958	2175	21	178	84
No Project minus CEQA Baseline	-51	-694	-993	-16	-8	-20
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	No	No
Project Year 2035						
Trucks On-Site	13	49	52	0	5	2

Source Category	Average Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
Trucks Off-Site [b, c]	82~~107~~	344~~453~~	782~~1028~~	5~~7~~	195~~257~~	68~~90~~
CHE	9	865	45	1	4	3
Employee Commute On-Site	0	2	0	0	1	0
Employee Commute Off-Site [b]	1	57	5	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	12~~16~~	97~~129~~	472~~629~~	2~~2~~	7~~9~~	6~~8~~
Total - Project Year 2035 [d]	116~~146~~	1,414~~1,556~~	1,360~~1,763~~	9~~11~~	258~~322~~	92~~115~~
CEQA Impacts						
CEQA Baseline Emissions	140	1958	2175	21	178	84
No Project minus CEQA Baseline	-24~~6~~	-543~~-402~~	-815~~-412~~	-13~~-10~~	80~~144~~	8~~31~~
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	No	No
Project Year 2046						
Trucks On-Site	13	49	54	0	5	2
Trucks Off-Site [b, c]	82~~107~~	341~~449~~	906~~1193~~	5~~7~~	195~~256~~	68~~89~~
CHE	10	874	46	1	4	4
Employee Commute On-Site	0	2	0	0	1	0
Employee Commute Off-Site [b]	1	57	5	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	8~~10~~	90~~90120~~	289~~289385~~	2~~22~~	4~~45~~	4~~45~~
Total - Project Year 2046 [d]	113~~141~~	1414~~1,552~~	1303~~1,687~~	8~~10~~	255~~318~~	89~~112~~
CEQA Impacts						
CEQA Baseline Emissions	140	1958	2175	21	178	84
No Project minus CEQA Baseline	-27~~1~~	-544~~-406~~	-872~~-489~~	-13~~-11~~	78~~141~~	5~~28~~
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	No	No
Project Year 2066						
Trucks On-Site	13~~14~~	49~~55~~	54~~61~~	0~~0~~	5~~6~~	2~~2~~
Trucks Off-Site [b, c]	82~~120~~	341~~502~~	906~~1336~~	5~~8~~	195~~287~~	68~~100~~
CHE	10~~11~~	874~~979~~	46~~52~~	1~~1~~	4~~4~~	4~~4~~
Employee Commute On-Site	0~~0~~	2~~2~~	0~~0~~	0~~0~~	1~~1~~	0~~0~~
Employee Commute Off-Site [b]	1~~1~~	57~~57~~	5~~5~~	0~~0~~	46~~46~~	12~~12~~
Existing Business Locomotive Activities	0~~0~~	0~~0~~	3~~3~~	0~~0~~	0~~0~~	0~~0~~
Locomotives Off-site [b]	8~~12~~	90~~162~~	289~~441~~	2~~2~~	4~~5~~	4~~5~~
Total - Project Year 2066 [d]	113~~159~~	1414~~1,758~~	1303~~1,897~~	8~~11~~	255~~350~~	89~~123~~
CEQA Impacts						
CEQA Baseline Emissions	140~~157~~	1958~~2180~~	2175~~2458~~	21~~21~~	178~~192~~	84~~91~~
No Project minus CEQA Baseline	-27~~1~~	-544~~-422~~	-872~~-561~~	-13~~-10~~	78~~158~~	5~~32~~
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	No~~Yes~~	No

a) Emissions represent annual emissions divided by 360 days per year of operation.
b) Truck, train, and worker commute emissions include transport within the South Coast Air Basin.
c) Off-site trucks include existing business trucks and trucks that would have gone to SCIG but instead are going to Hobart Yard.
d) Emissions might not precisely add due to rounding. For further explanation, refer to the discussion in Section 3.2.4.1.
e) The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

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Table 5-4. Peak Daily Operational Emissions – No Project Alternative.

Source Category	Peak Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
Project Year 2016						
Trucks On-Site	16	56	106	0	6	2
Trucks Off-Site [b, c]	59	251	937	2	91	33
CHE	18	1753	165	1	9	8
Employee Commute On-Site	0	5	0	0	1	0
Employee Commute Off-Site [b]	3	111	10	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	18	62	595	1	11	10
Total - Project Year 2016 [d]	115	2,239	1,816	5	164	66
CEQA Impacts						
CEQA Baseline Emissions	157	2180	2458	21	192	91
No Project minus CEQA Baseline	-42	59	-642	-17	-28	-25
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	No	No
Project Year 2023						
Trucks On-Site	15	56	62	0	6	2
Trucks Off-Site [b, c]	54	221	519	3	115	41
CHE	12	979	109	1	8	7
Employee Commute On-Site	0	3	0	0	1	0
Employee Commute Off-Site [b]	1	68	6	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	18	97	642	1	8	7
Total - Project Year 2023 [d]	100	1,425	1,341	6	183	69
CEQA Impacts						
CEQA Baseline Emissions	157	2180	2458	21	192	91
No Project minus CEQA Baseline	-57	-755	-1118	-16	-8	-21
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	No	No
Project Year 2035						
Trucks On-Site	14	55	59	0	6	2
Trucks Off-Site [b, c]	92~~120~~	385~~507~~	876~~1151~~	6~~8~~	218~~288~~	76~~100~~
CHE	10	969	51	1	4	4
Employee Commute On-Site	0	2	0	0	1	0
Employee Commute Off-Site [b]	1	57	5	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	14~~18~~	131~~174~~	542~~723~~	2~~2~~	7~~9~~	6~~8~~
Total - Project Year 2035 [d]	131~~164~~	1599~~1,765~~	1535~~1,991~~	9~~12~~	282~~354~~	101~~127~~
CEQA Impacts						
CEQA Baseline Emissions	157	2180	2458	21	192	91

Source Category	Peak Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
No Project minus CEQA Baseline	-267	-581 -415	-923 -467	-12 -10	91162	1036
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	NoYes	No
Project Year 2046						
Trucks On-Site	14	55	61	0	6	2
Trucks Off-Site [b, c]	92120	382502	10141336	68	218287	76100
CHE	11	979	52	1	4	4
Employee Commute On-Site	0	2	0	0	1	0
Employee Commute Off-Site [b]	1	57	5	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	912	121162	331441	22	45	45
Total - Project Year 2046 [d]	127159	15971,758	14661,897	911	280350	98123
CEQA Impacts						
CEQA Baseline Emissions	157	2180	2458	21	192	91
No Project minus CEQA Baseline	-301	-583 -422	-993 -561	-13 -10	88158	732
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	NoYes	No
Project Year 2066						
Trucks On-Site	14	55	61	0	6	2
Trucks Off-Site [b, c]	92120	382502	10141336	68	218287	76100
CHE	11	979	52	1	4	4
Employee Commute On-Site	0	2	0	0	1	0
Employee Commute Off-Site [b]	1	57	5	0	46	12
Existing Business Locomotive Activities	0	0	3	0	0	0
Locomotives Off-site [b]	912	121162	331441	22	45	45
Total - Project Year 2066 [d]	127159	15971,758	14661,897	911	280350	98123
CEQA Impacts						
CEQA Baseline Emissions	157	2180	2458	21	192	91
No Project minus CEQA Baseline	-301	-583 -422	-993 -561	-13 -10	88158	732
Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	NoYes	No

a) Peak emissions assume the simultaneous occurrence of maximum theoretical daily equipment activity levels. Such levels would rarely occur during day-to-day operations.
b) Truck, train, and worker commute emissions include transport within the South Coast Air Basin.
c) Off-site trucks include existing business trucks and trucks that would have gone to SCIG but instead are going to Hobart Yard.
d) Emissions might not precisely add due to rounding. For further explanation, refer to the discussion in Section 3.2.4.1.
e) The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Revise impact findings of Alt. 1 Impact AQ-3 as follows:

Impact Determination

The impacts of this alternative would be less than significant for all pollutants ~~except for PM_{10} which exceed the threshold in 2035, 2046 and 2066~~.

Mitigation Measures

Mitigation measures would not be required. ~~applicable to this alternative as there would be no changes to existing business lease agreements or operations that would require discretionary actions subject to CEQA.~~

Residual Impacts

Residual impacts would be less than significant. ~~The residual impacts of the No Project Alternative would remain significant and unavoidable for PM10 operational emissions in years 2035, 2046 and 2066.~~

Revise Tables 5-5 and 5-6 as follows:

Table 5-5. Average Daily Operational Emissions Without Mitigation (Project minus No Project).

Source Category	Average Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM10	PM2.5
Project Year 2016						
Locomotives On-Site	1	4	25	0	1	1
Locomotives Off-Site [b]	20	58	654	1	14	13
Trucks On-Site	11	38	75	0	8	2
Trucks Off-Site [b]	6	24	94	0	8	3
Railyard Equipment	6	204	3	0	0	0
TRU	0	0	0	0	0	0
Employee Commute On-Site	0	0	0	0	0	0
Employee Commute Off-Site [b]	0	4	0	0	2	1
Refueling Trucks On-Site	0	0	0	0	0	0
Refueling Trucks Off-Site [b]	0	0	1	0	0	0
Alternate Business Location Sources						
Trucks On-Site	6	23	46	0	2	1
Trucks Off-Site [b]	6	24	115	0	10	4
CHE	5	400	56	0	3	3
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	1	23	2	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	19	1,192	135	1	9	6
Total - Project Year 2016 [d]	82	1,996	1,207	3	68	35
No Project Emissions	102	2,002	1,609	4	153	61
Proposed Project minus No Project	-20	-6	-402	-2	-84	-26
Project Year 2023						
Locomotives On-Site	1	6	28	0	1	1
Locomotives Off-Site [b]	20	91	708	1	10	10
Trucks On-Site	12	45	61	0	12	3
Trucks Off-Site [b]	6	22	55	0	11	4
Railyard Equipment	8	296	4	0	0	0
TRU	0	0	0	0	0	0
Employee Commute On-Site	0	0	0	0	0	0

Source Category	Average Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM10	PM2.5
Employee Commute Off-Site [b]	0	5	0	0	4	1
Refueling Trucks On-Site	0	0	0	0	0	0
Refueling Trucks Off-Site [b]	0	0	0	0	0	0
Alternate Business Location Sources						
Trucks On-Site	6	25	27	0	2	1
Trucks Off-Site [b]	5	18	46	0	10	3
CHE	4	234	49	0	3	3
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	0	14	1	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	14	662	73	1	8	5
Total - Project Year 2023 [d]	76	1,420	1,054	3	71	33
No Project Emissions	89	1,264	1,182	5	170	64
Proposed Project minus No Project	-13	156	-128	-2	-99	-31
Project Year 2035						
Locomotives On-Site	1	9	29	0	1	0
Locomotives Off-Site [b]	21	169	793	3	11	11
Trucks On-Site	38	150	197	1	41	12
Trucks Off-Site [b]	18	66	163	1	36	12
Railyard Equipment	8	937	9	0	0	0
TRU	0	0	0	0	0	0
Employee Commute On-Site	0	1	0	0	1	0
Employee Commute Off-Site [b]	0	15	1	0	12	3
Refueling Trucks On-Site	0	1	1	0	0	0
Refueling Trucks Off-Site [b]	0	0	1	0	0	0
Alternate Business Location Sources						
Trucks On-Site	6	25	26	0	2	1
Trucks Off-Site [b]	5	17	42	0	10	3
CHE	3	231	14	0	1	1
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	0	12	1	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	13	656	58	1	7	4
Total - Project Year 2035 [d]	113	2,290	1,337	6	132	50
No Project Emissions	116~~146~~	1414~~1,556~~	1360~~1,763~~	9~~11~~	258~~322~~	92~~115~~
Proposed Project minus No Project	-4~~-33~~	875~~734~~	-22~~-426~~	-3~~-5~~	-126~~-190~~	-41~~-65~~
Project Year 2046						
Locomotives On-Site	1	9	19	0	0	0
Locomotives Off-Site [b]	14	158	484	3	7	6
Trucks On-Site	38	150	217	1	41	12
Trucks Off-Site [b]	18	65	188	1	36	12
Railyard Equipment	8	938	10	0	0	0
TRU	0	0	0	0	0	0
Employee Commute On-Site	0	1	0	0	1	0
Employee Commute Off-Site [b]	0	14	1	0	12	3
Refueling Trucks On-Site	0	1	1	0	0	0
Refueling Trucks Off-Site [b]	0	0	1	0	0	0
Alternate Business Location Sources						
Trucks On-Site	6	25	26	0	2	1
Trucks Off-Site [b]	5	17	44	0	10	3
CHE	3	232	14	0	1	1
Employee Commute On-Site	0	1	0	0	0	0

Source Category	Average Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM10	PM2.5
Employee Commute Off-Site [b]	0	12	1	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	13	663	60	1	7	4
Total - Project Year 2046 [d]	105	2,286	1,067	6	127	46
No Project Emissions	113~~141~~	1414~~1,552~~	1303~~1,687~~	8~~10~~	255~~318~~	89~~112~~
Proposed Project minus No Project	-8~~-36~~	872~~734~~	-237~~-620~~	-3~~-5~~	-128~~-191~~	-43~~-66~~
Project Year 2066						
Locomotives On-Site	1	9	19	0	0	0
Locomotives Off-Site [b]	14	158	484	3	7	6
Trucks On-Site	38	150	217	1	41	12
Trucks Off-Site [b]	18	65	188	1	36	12
Railyard Equipment	8	938	10	0	0	0
TRU	0	0	0	0	0	0
Employee Commute On-Site	0	1	0	0	1	0
Employee Commute Off-Site [b]	0	14	1	0	12	3
Refueling Trucks On-Site	0	1	1	0	0	0
Refueling Trucks Off-Site [b]	0	0	1	0	0	0
Alternate Business Location Sources						
Trucks On-Site	6	25	26	0	2	1
Trucks Off-Site [b]	5	17	44	0	10	3
CHE	3	232	14	0	1	1
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	0	12	1	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	13	663	60	1	7	4
Total - Project Year 2066 [d]	105	2,286	1,067	6	127	46
No Project Emissions	113~~141~~	1414~~1,552~~	1303~~1,687~~	8~~10~~	255~~318~~	89~~112~~
Proposed Project minus No Project	-8~~-36~~	872~~734~~	-237~~-620~~	-3~~-5~~	-128~~-191~~	-43~~-66~~

Table 5-6. Peak Daily Operational Emissions Without Mitigation (Project minus No Project).

Source Category	Peak Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM10	PM2.5
Project Year 2016						
Locomotives On-Site	1	5	28	0	1	1
Locomotives Off-Site [b]	24	79	757	1	14	13
Trucks On-Site	12	42	84	0	9	3
Trucks Off-Site [b]	7	27	105	0	9	3
Railyard Equipment	12	339	25	0	1	1
TRU	1	12	11	0	0	0
Employee Commute On-Site	0	0	0	0	0	0
Employee Commute Off-Site [b]	0	4	0	0	2	1
Refueling Trucks On-Site	0	0	0	0	0	0
Refueling Trucks Off-Site [b]	0	0	1	0	0	0
Alternate Business Location Sources						
Trucks On-Site	7	26	52	0	2	1
Trucks Off-Site [b]	7	26	128	0	11	4
CHE	5	447	63	0	3	3
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	1	23	2	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	22	1,334	151	1	10	6

Source Category	Peak Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM10	PM2.5
Total - Project Year 2016 [d]	99	2,367	1,407	3	74	39
No Project Emissions	115	2,239	1,816	5	164	66
Proposed Project minus No Project	-15	128	-409	-2	-90	-27
Project Year 2023						
Locomotives On-Site	1	7	31	0	1	1
Locomotives Off-Site [b]	24	124	821	1	11	10
Trucks On-Site	13	51	69	0	13	4
Trucks Off-Site [b]	6	24	61	0	12	4
Railyard Equipment	14	443	26	0	1	1
TRU	2	16	11	0	0	0
Employee Commute On-Site	0	0	0	0	0	0
Employee Commute Off-Site [b]	0	5	0	0	4	1
Refueling Trucks On-Site	0	0	0	0	0	0
Refueling Trucks Off-Site [b]	0	0	0	0	0	0
Alternate Business Location Sources						
Trucks On-Site	7	28	30	0	2	1
Trucks Off-Site [b]	5	20	51	0	11	4
CHE	4	262	55	0	3	3
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	0	14	1	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	15	741	82	1	8	5
Total - Project Year 2023 [d]	93	1,736	1,240	4	77	36
No Project Emissions	100	1,425	1,341	6	183	69
Proposed Project minus No Project	-8	311	-101	-2	-106	-33
Project Year 2035						
Locomotives On-Site	1	11	33	0	1	1
Locomotives Off-Site [b]	25	227	916	3	12	11
Trucks On-Site	42	168	221	1	46	13
Trucks Off-Site [b]	20	73	183	1	40	14
Railyard Equipment	14	1,161	32	0	1	1
TRU	2	16	11	0	0	0
Employee Commute On-Site	0	1	0	0	1	0
Employee Commute Off-Site [b]	0	15	1	0	12	3
Refueling Trucks On-Site	0	1	1	0	0	0
Refueling Trucks Off-Site [b]	0	0	1	0	0	0
Alternate Business Location Sources						
Trucks On-Site	7	28	29	0	2	1
Trucks Off-Site [b]	5	19	47	0	11	4
CHE	3	258	15	0	1	1
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	0	12	1	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	14	735	65	1	7	4
Total - Project Year 2035 [d]	134	2,724	1,557	7	144	55
No Project Emissions	131~~164~~	1599~~1,765~~	1535~~1,991~~	9~~12~~	282~~354~~	101~~127~~
Proposed Project minus No Project	3~~-30~~	1125~~959~~	22~~-434~~	-3~~-5~~	-138~~-210~~	-45~~-72~~
Project Year 2046						
Locomotives On-Site	1	10	21	0	0	0
Locomotives Off-Site [b]	16	211	557	3	7	6
Trucks On-Site	42	168	243	1	46	13
Trucks Off-Site [b]	20	73	211	1	40	14

Source Category	Peak Daily Emissions (lb/day) [a, e]					
	VOC	CO	NOx	SOx	PM10	PM2.5
Railyard Equipment	14	1,161	32	0	1	1
TRU	2	16	11	0	0	0
Employee Commute On-Site	0	1	0	0	1	0
Employee Commute Off-Site [b]	0	14	1	0	12	3
Refueling Trucks On-Site	0	1	1	0	0	0
Refueling Trucks Off-Site [b]	0	0	1	0	0	0
Alternate Business Location Sources						
Trucks On-Site	7	28	29	0	2	1
Trucks Off-Site [b]	5	19	50	0	11	4
CHE	3	260	16	0	1	1
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	0	12	1	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	15	742	67	1	7	4
Total - Project Year 2046 [d]	125	2,717	1,241	6	140	51
No Project Emissions	127~~159~~	1597~~1,758~~	1466~~1,897~~	9~~11~~	280~~350~~	98~~123~~
Proposed Project minus No Project	-2~~-33~~	1120~~959~~	-224~~-656~~	-3~~-5~~	-140~~-211~~	-47~~-72~~
Project Year 2066						
Locomotives On-Site	1	10	21	0	0	0
Locomotives Off-Site [b]	16	211	557	3	7	6
Trucks On-Site	42	168	243	1	46	13
Trucks Off-Site [b]	20	73	211	1	40	14
Railyard Equipment	14	1,161	32	0	1	1
TRU	2	16	11	0	0	0
Employee Commute On-Site	0	1	0	0	1	0
Employee Commute Off-Site [b]	0	14	1	0	12	3
Refueling Trucks On-Site	0	1	1	0	0	0
Refueling Trucks Off-Site [b]	0	0	1	0	0	0
Alternate Business Location Sources						
Trucks On-Site	7	28	29	0	2	1
Trucks Off-Site [b]	5	19	50	0	11	4
CHE	3	260	16	0	1	1
Employee Commute On-Site	0	1	0	0	0	0
Employee Commute Off-Site [b]	0	12	1	0	10	3
Alternate Business Location Locomotive Activities	0	0	0	0	0	0
Displaced Businesses [c]	15	742	67	1	7	4
Total - Project Year 2066 [d]	125	2,717	1,241	6	140	51
No Project Emissions	127~~159~~	1597~~1,758~~	1466~~1,897~~	9~~11~~	280~~350~~	98~~123~~
Proposed Project minus No Project	-2~~-33~~	1120~~959~~	-224~~-656~~	-3~~-5~~	-140~~-211~~	-47~~-72~~

a) Emissions assume the simultaneous occurrence of maximum theoretical daily equipment activity levels. Such levels would rarely if ever occur during day-to-day operations of the facility.
b) Truck, train, and worker commute emissions include transport within the South Coast Air Basin.
c) Given the absence of specific site locations where the displaced businesses would move to, only on-site emissions from businesses displaced by the Project could be reasonably estimated.
d) Emissions might not precisely add due to rounding. For further explanation, refer to the discussion in Section 3.2.4.1
e) The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available..

Revise Tables 5-7 and 5-8 as follows:

Table 5-7. Maximum Offsite NO_2, CO, and SO_2 Concentrations Associated with Operation of the No Project Alternative.

Pollutant	Averaging Time	Maximum Modeled Concentration of No Project Alternative	Background Concentration[b]	Total Ground Level Concentration[a]	SCAQMD Threshold
		($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
NO_2[c]	1-hour	~~907~~904	245	~~1,152~~1,148	338
	1-hour [d]	~~907~~904	142	~~1,049~~1,045	(189)[f]
	Annual	20	40	~~60~~59	56
CO	1-hour	~~2,878~~2,876	5,842	~~8,719~~8,718	23,000
	8-hour	602	4,467	5,069	10,000
SO_2	1-hour	7.2	236	243	655
	1-hour [e]	7.2	51	58	(196)[f]
	24-hour	1.1	31	33	105

a) Exceedances of the thresholds are indicated in bold. Modeled concentrations of NO2, SO2, and CO are absolute No Project Alternative concentrations.
b) CO background concentrations are the projected future year values for Monitor 4, Long Beach, published by the SCAQMD for years 2010, 2015, and 2020 (all identical). NO2 and SO2 background concentrations were obtained from the North Long Beach Monitoring Station. Unless noted otherwise, the maximum concentrations during the years of 2008, 2009, and 2010 were used.
c) NO2 concentrations were calculated assuming a 75 percent conversion rate from NOx to NO2 for the annual averaging period and an 80 percent conversion rate from NOx to NO2 for the 1-hour averaging period.
d) This comparison is to the federal NAAQS, which is a 98th percentile threshold. Here, the background concentration is the 3-year average of the 8th highest daily maximum 1-hour concentration, over the years 2008, 2009, and 2010.
e) This comparison is to the federal NAAQS, which is a 99th percentile threshold. Here, the background concentration is the 3-year average of the 4th highest daily maximum 1-hour concentration, over the years 2008, 2009, and 2010.
f) A standard not yet adopted as a threshold of significance by SCAQMD.

Table 5-8. Maximum Offsite PM_{10} and $PM_{2.5}$ Concentrations Associated with Operation of the No Project Alternative.

Pollutant	Averaging Time	Maximum Modeled Concentration of No Project Alternative[b]	Maximum Modeled Concentration of Baseline[b]	Ground-Level Concentration Increment[a,b,c]	SCAQMD Threshold
		($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
PM_{10}	24-hour	~~8.3~~6.7	6.5	**~~4.8~~2.9**	2.5
	Annual	~~3.6~~2.8	1.7	**~~2.3~~1.4**	1.0
$PM_{2.5}$	24-hour	3.5	3.8	~~1.6~~0.9	2.5

g) Exceedances of the threshold are indicated in **bold**. The thresholds for PM_{10} and $PM_{2.5}$ are incremental thresholds; therefore, the incremental concentration without background is compared to the threshold.
h) The maximum concentrations and increments presented in this table do not necessarily occur at the same receptor location. This means that the increments cannot necessarily be determined by simply subtracting the baseline concentrations from the No Project Alternative concentration.
i) The increment represents operation of the No Project Alternative minus baseline.

1
2
3

Under Alt 1 Impact AQ-7, revise second paragraph as follows:

For residential receptors, the main sources of TACs from this alternative would be trucks going to and from the Hobart Yard, as well as existing business ~~offsite trucks~~CHE. For occupational receptors, DPM emissions from Hobart trucks are the main TAC sources.

Revise Table 5-10 as follows:

Table 5-10. Maximum Health Impacts Associated with the No Project Alternative.

Health Impact	Receptor Type	Maximum Predicted Impact					Significance Threshold
		Project	CEQA Baseline	CEQA Increment	Floating Baseline	Floating Increment	
Cancer Risk	Residential	5571 x 10^{-6} (5571 in a million)	68 x 10^{-6} (68 in a million)	1428 x 10^{-6} (1428 in a million)	34 x 10^{-6} (34 in a million)	**2237 x 10^{-6} (2237 in a million)**	10 x 10^{-6} (10 in a million)
	Occupational	2122 x 10^{-6} (2122 in a million)	51 x 10^{-6} (51 in a million)	2.14.9 x 10^{-6} (2.14.9 in a million)	21 x 10^{-6} (21 in a million)	4.37.4 x 10^{-6} (4.37.4 in a million)	
	Sensitive	3242 x 10^{-6} (3242 in a million)	45 x 10^{-6} (45 in a million)	1.06.1 x 10^{-6} (1.06.1 in a million)	20 x 10^{-6} (20 in a million)	**1322 x 10^{-6} (1322 in a million)**	
	Student	0.9 x 10^{-6} (0.9 in a million)	0.9 x 10^{-6} (0.9 in a million)	0.1 x 10^{-6} (0.1 in a million)	0.3 x 10^{-6} (0.3 in a million)	0.6 x 10^{-6} (0.6 in a million)	
	Recreational	2427 x 10^{-6} (2427 in a million)	78 x 10^{-6} (78 in a million)	5.311 x 10^{-6} (5.311 in a million)	22 x 10^{-6} (22 in a million)	9.215 x 10^{-6} (9.215 in a million)	
Chronic Hazard Index	Residential	0.060.08	0.06	0.04	0.06	0.04	1.0
	Occupational	0.2	0.2	0.05	0.2	0.05	
	Sensitive	0.07	0.06	0.02	0.07	0.02	
	Student	0.07	0.06	0.01	0.07	0.01	
	Recreational	0.2	0.2	0.05	0.2	0.05	
Acute Hazard Index	Residential	0.1	0.1	0.01	0.1	0.01	1.0
	Occupational	0.3	0.3	0.02	0.3	0.02	
	Sensitive	0.10.11	0.10	0.009	0.1	0.006	
	Student	0.090.10	0.09	0.007	0.1	0.003	
	Recreational	0.3	0.3	0.02	0.3	0.02	

a) Exceedances of the significance thresholds are in **bold**. The significance thresholds apply to the floating increments only.
b) The maximum increments might not occur at the same receptor locations as the maximum impacts. This means that the increments cannot necessarily be determined by subtracting the floating baseline impact from the project impact. Rather, the subtraction must be done at each receptor, for all modeled receptors, and the maximum result selected.
c) The floating increment represents Project minus floating baseline.
d) When the maximum increment for a receptor type is negative, the maximum increment displayed is the increment at the maximum project receptor location.
e) Data represent the receptor locations with the maximum impacts or increments. The impacts or increments at all other modeled receptors would be less than these values for each receptor type.

f) The No Project Alternative assumes that the Project is not built. It accounts for approximately 10% growth for existing businesses and significant growth in trips to Hobart Yard, equivalent to the growth in cargo throughput forecasted for the ports.

Revise 6th paragraph as follows:

The No Project Alternative assumes that the Project is not built, but that existing business operations at the site increase over time. The data in Table 5-10 show that the cancer risk floating increment at the MEI location of the No Project Alternative is predicted to be ~~37~~ 22 in a million (~~37~~ 22 x 10^{-6}), which would occur at a residential receptor. This risk value exceeds the significance threshold of 10 in a million. The receptor location for the maximum No Project Alternative impact for residential receptors is adjacent to Interstate 710 (the Long Beach Freeway). Additionally, the floating incremental risk~~s~~ for sensitive ~~and recreational~~ receptors exceeds the CEQA significance threshold of 10 in a million.

Revise Table 5-11 as follows:

Table 5-11. Comparison of Maximum Health Impacts from the Mitigated Project and the No Project Alternative.

Health Impact	Receptor Type	Maximum Predicted Impact		
		Mitigated Project	No Project Alternative	Mitigated Project minus No Project Alternative Increment
Cancer Risk	Residential	9.8 x 10^{-6} (9.8 in a million)	55~~71~~ x 10^{-6} (55~~71~~ in a million)	-4.0~~-5.6~~ x 10^{-6} (-4.0~~-5.6~~ in a million)
	Occupational	20 x 10^{-6} (20 in a million)	21~~22~~ x 10^{-6} (21~~22~~ in a million)	9.1~~8.9~~ x 10^{-6} (9.1~~8.9~~ in a million)
	Sensitive	9.7 x 10^{-6} (9.7 in a million)	32~~42~~ x 10^{-6} (32~~42~~ in a million)	-5.8~~-7.2~~ x 10^{-6} (-5.8~~-7.2~~ in a million)
	Student	0.9 x 10^{-6} (0.9 in a million)	0.3~~0.4~~ x 10^{-6} (0.3~~0.4~~ in a million)	0.6~~0.5~~ x 10^{-6} (0.6~~0.5~~ in a million)
	Recreational	11 x 10^{-6} (11 in a million)	24~~27~~ x 10^{-6} (24~~27~~ in a million)	6.6~~6.1~~ x 10^{-6} (6.6~~6.1~~ in a million)
Chronic Hazard Index	Residential	0.09	0.06~~0.08~~	0.03
	Occupational	0.4	0.2	0.2
	Sensitive	0.09	0.07	0.03
	Student	0.09	0.07	0.02
	Recreational	0.4	0.2	0.2
Acute Hazard Index	Residential	0.1	0.1	0.06
	Occupational	0.5	0.3	0.2
	Sensitive	0.1	0.1	0.07
	Student	0.1	0.09~~0.1~~	0.06
	Recreational	0.5	0.3	0.2

a) The maximum increments might not occur at the same receptor locations as the maximum impacts. This means that the increments cannot necessarily be determined by subtracting the No Project impact from the Mitigated Project impact. Rather, the subtraction must be done at each receptor, for all modeled receptors, and the maximum result selected.

b) When the maximum increment for a receptor type is negative, the maximum increment displayed is the increment at the maximum project receptor location.

c) Data represent the receptor locations with the maximum impacts or increments. The impacts or increments at all other modeled receptors would be less than these values for each receptor type.

Section 5.4.2.6 Greenhouse Gases

Revise Table 5-12 as follows:

Table 5-12. Annual Operational GHG Emissions – No Project Alternative.

Source Category	Annual Emissions (metric tons/year) [a, e]			
	CO_2	CH_4	N_2O	CO_2e
Project Year 2016				
Trucks On-Site	2,392	0	0	2,401
Trucks Off-Site [b, c]	37,131	0	1	37,530
CHE	9,750	5	0	9,848
Employee Commute On-Site	340	0	0	341
Employee Commute Off-Site [b]	4,539	0	0	4,559
Existing Business Locomotive Activities	15	0	0	15
Locomotives Off-Site [b]	26,320	2	1	26,577
Electricity	2,667	0	0	2,679
Total - Project Year 2016 [d]	83,154	8	2	83,950
CEQA Impacts				
CEQA Baseline Emissions	97,089	11	2	97,859
No Project minus CEQA Baseline	-13,935	-3	0	-13,909
Thresholds				0
Significant?				No
Project Year 2023				
Trucks On-Site	2,363	0	0	2,373
Trucks Off-Site [b, c]	47,211	0	2	47,713
CHE	9,792	4	0	9,886
Employee Commute On-Site	341	0	0	341
Employee Commute Off-Site [b]	4,504	0	0	4,517
Existing Business Locomotive Activities	15	0	0	15
Locomotives Off-Site [b]	39,480	3	1	39,866
Electricity	2,667	0	0	2,679
Total - Project Year 2023 [d]	106,374	8	3	107,389
CEQA Impacts				
CEQA Baseline Emissions	97,089	11	2	97,859
No Project minus CEQA Baseline	9,285	-2	1	9,530
Thresholds				0
Significant?				Yes
Project Year 2035				
Trucks On-Site	2,362	0	0	2,371
Trucks Off-Site [b, c]	91,445~~120,719~~	1~~1~~	3~~4~~	92,435~~122,029~~
CHE	9,742	4	0	9,834
Employee Commute On-Site	341	0	0	341
Employee Commute Off-Site [b]	4,493	0	0	4,504
Existing Business Locomotive Activities	15	0	0	15
Locomotives Off-Site [b]	78,960~~105,281~~	6~~8~~	2~~3~~	79,732~~106,309~~
Electricity	2,667	0	0	2,679

Source Category	Annual Emissions (metric tons/year) [a, e]			
	CO_2	CH_4	N_2O	CO_2e
Total - Project Year 2035 [d]	190,025~~245,620~~	12~~14~~	5~~7~~	191,911~~248,083~~
CEQA Impacts				
CEQA Baseline Emissions	97,089	11	2	97,859
No Project minus CEQA Baseline	92,936~~148,531~~	1~~3~~	4~~5~~	94,052~~150,223~~
Thresholds				0
Significant?				Yes
Project Year 2046				
Trucks On-Site	2,363	0	0	2,372
Trucks Off-Site [b, c]	91,868~~121,264~~	1~~1~~	3~~4~~	92,861~~122,578~~
CHE	9,742	4	0	9,834
Employee Commute On-Site	341	0	0	341
Employee Commute Off-Site [b]	4,529	0	0	4,540
Existing Business Locomotive Activities	15	0	0	15
Locomotives Off-Site [b]	78,960~~105,281~~	6~~8~~	2~~3~~	79,732~~106,309~~
Electricity	2,667	0	0	2,679
Total - Project Year 2046 [d]	190,485~~246,201~~	12~~14~~	5~~7~~	192,374~~248,668~~
CEQA Impacts				
CEQA Baseline Emissions	97,089	11	2	97,859
No Project minus CEQA Baseline	93,396~~149,112~~	1~~3~~	4~~5~~	94,515~~150,809~~
Thresholds				0
Significant?				Yes
Project Year 2066				
Trucks On-Site	2,363	0	0	2,372
Trucks Off-Site [b, c]	91,868~~121,264~~	1~~1~~	3~~4~~	92,861~~122,578~~
CHE	9,742	4	0	9,834
Employee Commute On-Site	341	0	0	341
Employee Commute Off-Site [b]	4,529	0	0	4,540
Existing Business Locomotive Activities	15	0	0	15
Locomotives Off-Site [b]	78,960~~105,281~~	6~~8~~	2~~3~~	79,732~~106,309~~
Electricity	2,667	0	0	2,679
Total - Project Year 2066 [d]	190,485~~246,201~~	12~~14~~	5~~7~~	192,374~~248,668~~
CEQA Impacts				
CEQA Baseline Emissions	97,089	11	2	97,859
No Project minus CEQA Baseline	93,396~~149,112~~	1~~3~~	4~~5~~	94,515~~150,809~~
Thresholds				0
Significant?				Yes

a) Emissions represent annual emissions.
b) Truck, train, and worker commute emissions include transport within the boundaries of the State of California.
c) Off-site trucks include existing business drayage trucks and drayage trucks that travel between Hobart Yard and the Port terminals.
d) Emissions might not precisely add due to rounding. For further explanation, refer to the discussion in Section3.2.4.1.
e) The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Section 5.4.2.7 Hazards and Hazardous Materials

Revise last sentence of 1st paragraph as follows:

Drayage truck trips between the ports and Hobart Yard would continue, increasing from approximately ~~936,090~~933,636 one-way trips in 2010 to approximately ~~2.9~~2.0 million one-way trips by 2035 and thereafter.

Section 5.4.2.9 Noise

Table 5-13 is replaced with the following:

Table 5-13. No Project Alternative Roadway Traffic Noise Level Changes.

ROADWAY SEGMENT	Existing CNEL @ 100 ft.	No Project Alternative CNEL @ 100 ft	No Project Increment in Traffic Noise Level, dB
ALAMEDA ST	-	-	-
n/o Anaheim St	71.9	72.6	0.7
w/o Eubank Ave	73.6	75.3	1.7
s/o PCH	73.8	74.3	0.5
s/o Anaheim St	74.5	75.9	1.4
E ANAHEIM ST	-	-	-
between Anaheim and Henry Ford	71.7	72.9	1.2
e/o Henry Ford Ave	73.0	74.3	1.3
w/o E I St	72.2	72.7	0.5
w/o Anaheim Way	73.0	74.3	1.3
E HARRY BRIDGES BLVD	-	-	-
e/o Avalon Blvd	72.1	73.5	1.4
E SEPULVEDA BLVD	-	-	-
e/o Alameda St	70.7	69.8	-0.9
JOHN S GIBSON BLVD	-	-	-
n/o I-110 Ramps	70.7	71.7	1.0
LONG BEACH FWY	-	-	-
n/o Imperial Hwy	85.8	86.9	1.1
s/o Imperial Hwy	86.1	87.1	1.0
n/o I-105	85.7	86.8	1.1
s/o I-105	85.7	86.7	1.0
n/o Rosecrans Ave	85.7	86.8	1.1
s/o Rosecrans Ave	86.9	88.2	1.3
between Alondra and Rosecrans	86.9	88.2	1.3
n/o Alondra	86.9	88.2	1.3
s/o Alondra	86.8	88.2	1.4
n/o SR-91	86.3	87.7	1.4
n/o Artesia Blvd	85.5	87	1.5

ROADWAY SEGMENT	Existing CNEL @ 100 ft.	No Project Alternative CNEL @ 100 ft	No Project Increment in Traffic Noise Level, dB
s/o Artesia Blvd	86.3	88.1	1.8
n/o Long Beach Blvd	86.5	88.3	1.8
s/o Long Beach Blvd	86.3	88.2	1.9
n/o Del Amo Blvd	86.4	88.3	1.9
s/o Del Amo Blvd	86.5	88.3	1.8
n/o Wardlow Rd	85.0	87.3	2.3
s/o Wardlow Rd	85.6	87.7	2.1
n/o Willow St	84.6	87.1	2.5
s/o Willow St	85.4	87.5	2.1
n/o Anahiem St	84.7	86.8	2.1
s/o Anaheim St	84.5	86.6	2.1
s/o PCH	84.5	86.6	2.1
s/o Firestone Blvd	86.0	87.1	1.1
n/o 9th St	82.8	86.5	3.7
s/o 9th St	81.8	85.7	3.9
n/o 10th St	83.3	86.2	2.9
s/o Del Amo Blvd Off ramp	86.4	88.3	1.9
s/o On ramp at Del Amo Blvd	86.4	88.3	1.9
between off/of ramps at Willow St	85.4	87.6	2.2
TERMINAL ISLAND FWY			
s/o PCH	76.1	74.9	-1.2
n/o PCH	75.3	70.5	-4.8
between Off and loop On ramp at PCH	76.1	75.1	-1.0
s/o PCH off ramp	78.0	79.5	1.5
n/o Ocean Blvd	72.8	76.7	3.9
s/o Henry Ford Ave	74.2	78.1	3.9
between Henry Ford Ave and Anaheim St	76.5	79.1	2.6
e/o Seaside Ave	75.0	76.8	1.8
s/o Willow St	71.5	65.2	-6.3
W ANAHEIM ST			
w/o Harbor Ave	71.3	72.1	0.8
e/o Santa Fe Ave	73.1	73.6	0.5
w/o Seabright Ave	71.9	72.5	0.6
w/o E I St	69.8	71	1.2
between Seabright Ave and Santa Fe Ave	71.6	72.3	0.7
W HARRY BRIDGES BLVD			
between Wilmington Blvd and Neptune Ave	71.5	72.5	1.0
between Hawaiian Ave and Wilmington Blvd	72.0	72.5	0.5

ROADWAY SEGMENT	Existing CNEL @ 100 ft.	No Project Alternative CNEL @ 100 ft	No Project Increment in Traffic Noise Level, dB
between Neptune Ave and Fries Ave	70.9	71.2	0.3
between Figueroa St and Mar Vista Ave	72.0	72.6	0.6
between Fries Ave and Avalon Blvd	72.2	73.4	1.2
between Mar Vista Ave and Hawaiian Ave	72.0	72.7	0.7
W PACIFIC COAST HIGHWAY	-	-	-
between I-710 NB and SB ramps	72.7	74.5	1.8
e/o San Gabriel Ave	73.9	75.4	1.5
between San Gabriel Ave and Santa Fe Ave	73.9	75.3	1.4
between Terminal Island Fwy SB and NB ramps	72.6	73.7	1.1
e/o Santa Fe Ave	73.7	75.2	1.5
e/o Harbor Ave	72.5	74.4	1.9
W WILLOW ST	-	-	-
between NB and SB Terminal Island Fwy	71.7	69.3	-2.4
between Terminal Island Fwy and Santa Fe	69.1	69	-0.1
between Santa Fe Ave and Easy Ave	68.9	68.8	-0.1
e/o Easy Ave	70.0	69.7	-0.3
w/o NB I-710 on ramp	69.5	68.9	-0.6

~~Table 5-13. No Project Alternative Roadway Traffic Noise Level Changes.~~

~~ROADWAY SEGMENT~~	~~Existing CNEL @ 100 ft~~	~~No Project Alternative CNEL @100 ft~~	~~Project Increment in Traffic Noise Level, dB~~
~~ALAMEDA ST~~	-	-	-
~~n/o Anaheim St~~	~~71.9~~	~~72.5~~	~~0.6~~
~~w/o Eubank Ave~~	~~73.6~~	~~75.2~~	~~1.6~~
~~s/o PCH~~	~~73.8~~	~~74.3~~	~~0.5~~
~~s/o Anaheim St~~	~~74.5~~	~~75.8~~	~~1.3~~
~~E ANAHEIM ST~~	-	-	-
~~between Anaheim and Henry Ford~~	~~71.7~~	~~72.9~~	~~1.2~~
~~e/o Henry Ford Ave~~	~~73.0~~	~~74.3~~	~~1.3~~
~~w/o E I St~~	~~72.2~~	~~72.6~~	~~0.4~~
~~w/o Anaheim Way~~	~~73.0~~	~~74.3~~	~~1.3~~
~~E HARRY BRIDGES BLVD~~	-	-	-
~~e/o Avalon Blvd~~	~~72.1~~	~~73.5~~	~~1.4~~
~~E SEPULVEDA BLVD~~	-	-	-
~~e/o Alameda St~~	~~70.7~~	~~69.8~~	~~-0.9~~
~~JOHN S GIBSON BLVD~~	-	-	-
~~n/o I-110 Ramps~~	~~70.7~~	~~71.8~~	~~1.1~~
~~LONG BEACH FWY~~	-	-	-
~~n/o Imperial Hwy~~	~~85.8~~	~~87.0~~	~~1.2~~
~~s/o Imperial Hwy~~	~~86.1~~	~~87.2~~	~~1.1~~
~~n/o I-105~~	~~85.7~~	~~86.9~~	~~1.2~~
~~s/o I-105~~	~~85.7~~	~~86.9~~	~~1.2~~

ROADWAY SEGMENT	Existing CNEL @ 100 ft	No Project Alternative CNEL @100 ft	Project Increment in Traffic Noise Level, dB
- n/o Rosecrans Ave	85.7	86.9	1.2
- s/o Rosecrans Ave	86.9	86.9	0.0
- between Alondra and Rosecrans	86.9	88.3	1.4
- n/o Alondra	86.9	88.3	1.4
- s/o Alondra	89.8	88.3	-1.5
- n/o SR-91	86.3	87.8	1.5
- n/o Artesia Blvd	85.5	87.2	1.7
- s/o Artesia Blvd	86.3	88.2	1.9
- n/o Long Beach Blvd	86.5	88.4	1.9
- s/o Long Beach Blvd	86.3	88.3	2.0
- n/o Del Amo Blvd	86.4	88.4	2.0
- s/o Del Amo Blvd	86.5	88.4	1.9
- n/o Wardlow Rd	85.0	87.4	2.4
- s/o Wardlow Rd	85.6	87.7	2.1
- n/o Willow St	84.6	87.1	2.5
- s/o Willow St	85.4	87.6	2.2
- n/o Anaheim St	84.7	86.9	2.2
- s/o Anaheim St	84.5	86.7	2.2
- NB s/o off ramp at PCH	86.2	86.3	0.1
- NB s/o loop off ramp at PCH	86.4	86.5	0.1
- NB n/o PCH	86.1	86.2	0.1
- s/o PCH	84.5	86.7	2.2
- NB n/o I-405 Interchange	86.8	86.9	0.1
- NB s/o I-405 Interchange Ramp	86.5	86.6	0.1
- s/o Firestone Blvd	86.0	87.2	1.2
- n/o 9th St	82.8	85.7	2.9
- s/o 9th St	81.8	85.9	4.1
- n/o 10th St	83.3	86.3	3.0
- SB n/o I-405	86.7	86.8	0.1
- SB s/o Del Amo Blvd Off ramp	86.4	88.3	1.9
- NB n/o Dell Amo Blvd Off Ramp	87.2	87.3	0.1
- SB s/o On ramp at Del Amo Blvd	86.4	88.4	2.0
- NB between s/o off ramp at Del Amo Blvd	86.8	86.8	0.0
- between off/on ramps at Willow St	85.4	87.7	2.3
- NB Between Ramps at Anaheim St	86.4	86.4	0.0

Section 5.4.2.10 Transportation and Circulation

Tables 5-14, 5-15, 5-16 and 5-17 are replaced in their entirety with the following:

Table 5-14. No Project Peak-Hour Trip Generation and Net Change Compared to CEQA Baseline Conditions (in Passenger Car Equivalents).

Year	AM Peak Hour			MD Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
CEQA Baseline	455	235	690	320	360	680	355	385	740
No Project	590	305	895	450	485	935	515	595	1110
Net Change	135	70	205	130	125	255	160	210	370

~~**Table 5-14. No Project Peak-Hour Trip Generation and Net Change Compared to CEQA Baseline Conditions (in Passenger Car Equivalents).**~~

~~Year~~	~~AM Peak Hour~~			~~MD Peak Hour~~			~~PM Peak Hour~~		
	~~In~~	~~Out~~	~~Total~~	~~In~~	~~Out~~	~~Total~~	~~In~~	~~Out~~	~~Total~~
~~CEQA Baseline~~	~~535~~	~~275~~	~~810~~	~~400~~	~~445~~	~~845~~	~~455~~	~~535~~	~~990~~
~~No Project~~	~~590~~	~~305~~	~~895~~	~~450~~	~~485~~	~~935~~	~~515~~	~~595~~	~~1110~~
~~Net Change~~	~~55~~	~~30~~	~~85~~	~~50~~	~~40~~	~~90~~	~~60~~	~~60~~	~~120~~

Table 5-15. Intersection Level of Service Analysis – No Project Alternative.

#	Study Intersection	Baseline						Baseline Plus Alt. 1--No Project						Change in V/C			Sig. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.335	A	0.398	A	0.375	A	0.351	A	0.428	A	0.391	0.016	0.030	0.016	No	No	No
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.215	A	0.379	A	0.348	A	0.224	A	0.411	A	0.37	0.009	0.032	0.022	No	No	No
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.266	A	0.313	A	0.341	A	0.275	A	0.334	A	0.355	0.009	0.021	0.014	No	No	No
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.209	A	0.364	A	0.340	A	0.214	A	0.386	A	0.355	0.005	0.022	0.015	No	No	No
5	Seaside Ave / Navy Wy [A]	A	0.527	A	0.416	B	0.641	A	0.535	A	0.44	B	0.656	0.008	0.024	0.015	No	No	No
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.212	A	0.344	A	0.242	A	0.228	A	0.414	A	0.291	0.016	0.070	0.049	No	No	No
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.435	A	0.519	A	0.499	A	0.446	A	0.557	A	0.527	0.011	0.038	0.028	No	No	No
8	Anaheim St / Harbor Ave [B]	A	0.453	A	0.455	A	0.560	A	0.456	A	0.461	A	0.564	0.003	0.006	0.004	No	No	No
9	Anaheim St / Santa Fe Ave [B]	A	0.473	A	0.508	A	0.578	A	0.476	A	0.513	A	0.582	0.003	0.005	0.004	No	No	No
10	Anaheim St / E I St / W 9th St [B]	A	0.501	A	0.525	A	0.529	A	0.506	A	0.55	A	0.541	0.005	0.025	0.012	No	No	No
11	Anaheim St / Farragut Ave [A]	A	0.377	A	0.328	A	0.386	A	0.377	A	0.33	A	0.388	0.000	0.002	0.002	No	No	No
12	Anaheim St / Henry Ford Ave [A]	A	0.400	A	0.516	B	0.660	A	0.411	A	0.532	B	0.681	0.011	0.016	0.021	No	No	No
13	Anaheim St / Alameda St [A]	A	0.461	A	0.425	A	0.568	A	0.465	A	0.432	A	0.572	0.004	0.007	0.004	No	No	No
14	Henry Ford Ave / Pier A Wy / SR-47/103 Ramps [A]	A	0.178	A	0.225	A	0.267	A	0.193	A	0.258	A	0.291	0.015	0.033	0.024	No	No	No
15	Harry Bridges Blvd / Broad Ave [A]	A	0.243	A	0.215	A	0.318	A	0.255	A	0.247	A	0.34	0.012	0.032	0.022	No	No	No
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.255	A	0.182	A	0.338	A	0.267	A	0.213	A	0.358	0.012	0.031	0.020	No	No	No
17	Harry Bridges Blvd / Fries Ave [A]	A	0.223	A	0.227	A	0.303	A	0.248	A	0.298	A	0.355	0.025	0.071	0.052	No	No	No
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.153	A	0.128	A	0.227	A	0.158	A	0.145	A	0.238	0.005	0.017	0.011	No	No	No
19	Harry Bridges Blvd / King Ave [A]	A	0.219	A	0.177	A	0.302	A	0.227	A	0.198	A	0.317	0.008	0.021	0.015	No	No	No
20	Harry Bridges Blvd / Figueroa St [A]	A	0.335	A	0.337	A	0.392	A	0.348	A	0.382	A	0.417	0.013	0.045	0.025	No	No	No
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.605	A	0.511	B	0.661	B	0.606	A	0.512	B	0.663	0.001	0.001	0.002	No	No	No
22	Pacific Coast Hwy / Site Entrance [A]	A	0.383	A	0.283	A	0.542	A	0.394	A	0.288	A	0.399	0.011	0.005	-0.143	No	No	No
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.773	B	0.699	D	0.821	C	0.787	C	0.717	D	0.84	0.014	0.018	0.019	No	No	No
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.628	B	0.603	C	0.733	B	0.638	B	0.615	C	0.745	0.010	0.012	0.012	No	No	No
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.679	A	0.484	B	0.612	B	0.683	A	0.545	B	0.648	0.004	0.061	0.036	No	No	No

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using ICU methodology according to City standards.

Table 5-15. Intersection Level of Service Analysis – No Project Alternative.

#	Study Intersection	Baseline						Baseline Plus Alt. 1 – No Project						Change in V/C			Sig. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.335	A	0.398	A	0.375	A	0.335	A	0.398	A	0.375	0.000	0.000	0.000	No	No	No
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.215	A	0.379	A	0.348	A	0.215	A	0.379	A	0.348	0.000	0.000	0.000	No	No	No
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.266	A	0.313	A	0.341	A	0.266	A	0.313	A	0.341	0.000	0.000	0.000	No	No	No
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.209	A	0.364	A	0.340	A	0.209	A	0.364	A	0.34	0.000	0.000	0.000	No	No	No
5	Seaside Ave / Navy Wy [A]	A	0.501	A	0.396	B	0.609	A	0.501	A	0.397	B	0.61	0.000	0.001	0.001	No	No	No
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.212	A	0.344	A	0.242	A	0.212	A	0.347	A	0.246	0.000	0.003	0.004	No	No	No
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.435	A	0.519	A	0.499	A	0.439	A	0.532	A	0.508	0.004	0.013	0.009	No	No	No
8	Anaheim St / Harbor Ave [B]	A	0.453	A	0.455	A	0.560	A	0.454	A	0.456	A	0.561	0.001	0.001	0.001	No	No	No
9	Anaheim St / Santa Fe Ave [B]	A	0.473	A	0.508	A	0.578	A	0.474	A	0.51	A	0.579	0.001	0.002	0.001	No	No	No
10	Anaheim St / E I St / W 9th St [B]	A	0.501	A	0.525	A	0.529	A	0.503	A	0.531	A	0.531	0.002	0.006	0.002	No	No	No
11	Anaheim St / Farragut Ave [A]	A	0.377	A	0.328	A	0.386	A	0.377	A	0.328	A	0.386	0.000	0.000	0.000	No	No	No
12	Anaheim St / Henry Ford Ave [A]	A	0.400	A	0.516	B	0.660	A	0.404	A	0.516	B	0.66	0.004	0.000	0.000	No	No	No
13	Anaheim St / Alameda St [A]	A	0.461	A	0.425	A	0.568	A	0.463	A	0.425	A	0.572	0.002	0.000	0.004	No	No	No
14	Henry Ford Ave / Pier A Wy / SR-47/103 Ramps [A]	A	0.178	A	0.225	A	0.267	A	0.178	A	0.225	A	0.267	0.000	0.000	0.000	No	No	No
15	Harry Bridges Blvd / Broad Ave [A]	A	0.243	A	0.215	A	0.318	A	0.245	A	0.218	A	0.322	0.002	0.003	0.004	No	No	No
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.255	A	0.182	A	0.338	A	0.257	A	0.185	A	0.33	0.002	0.003	-0.008	No	No	No
17	Harry Bridges Blvd / Fries Ave [A]	A	0.223	A	0.227	A	0.303	A	0.225	A	0.232	A	0.308	0.002	0.005	0.005	No	No	No
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.153	A	0.128	A	0.227	A	0.155	A	0.13	A	0.228	0.002	0.002	0.001	No	No	No
19	Harry Bridges Blvd / King Ave [A]	A	0.219	A	0.177	A	0.302	A	0.221	A	0.179	A	0.304	0.002	0.002	0.002	No	No	No
20	Harry Bridges Blvd / Figueroa St [A]	A	0.335	A	0.337	A	0.392	A	0.335	A	0.337	A	0.393	0.000	0.000	0.001	No	No	No
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.605	A	0.511	B	0.661	B	0.606	A	0.512	B	0.663	0.001	0.001	0.002	No	No	No
22	Pacific Coast Hwy / Site Entrance [A]	A	0.315	A	0.268	A	0.381	A	0.315	A	0.268	A	0.381	0.000	0.000	0.000	No	No	No
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.773	B	0.699	D	0.821	C	0.779	C	0.703	D	0.829	0.006	0.004	0.008	No	No	No
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.628	B	0.603	C	0.733	B	0.632	B	0.605	C	0.739	0.004	0.002	0.006	No	No	No
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.679	A	0.484	B	0.612	B	0.683	A	0.493	B	0.622	0.004	0.009	0.010	No	No	No

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using ICU methodology according to City standards.

Table 5-16. No Project Alternative Freeway Contribution.

Fwy.	Location	Baseline				Baseline Plus No Project				Difference			
		NB/EB		SB/WB		NB/EB		SB/WB		NB/EB		SB/WB	
		AM PH	PM PH	AM PH	PM PH	AM PH	PM PH	AM PH	PM PH	AM PH	PM PH	AM PH	PM PH
I-110	Wilmington, s/o "C"St.	4,200	3,000	3,000	4,100	4,225	3,000	3,000	4,115	25	-	-	15
SR-91	e/o Alameda St/Santa Fe Ave	7,400	15,200	9,900	6,000	7,425	15,205	9,910	6,015	35	5	10	15
I-405	Santa Fe Ave.	11,500	8,900	8,600	10,700	11,505	8,915	8,615	10,705	5	15	15	5
I-710	n/o Jct (PCH), Willow St.	5,500	5,100	5,400	5,100	5,705	5,225	5,565	5,230	205	125	165	130
I-710	n/o Jct Rte 405, s/o Del Amo	7,900	7,800	8,400	7,600	8,125	7,945	8,590	7,740	225	145	190	140
I-710	n/o Rte 105, n/o Firestone	10,200	10,800	7,500	7,800	10,450	10,950	7,700	7,960	250	150	200	160

a) Note: ( ) denotes negative value

~~**Table 5-16. No Project Alternative Freeway Contribution.**~~

~~Fwy.~~	~~Location~~	~~Baseline~~				~~Baseline Plus Reduced Project~~				~~Difference~~			
		~~NB/EB~~		~~SB/WB~~		~~NB/EB~~		~~SB/WB~~		~~NB/EB~~		~~SB/WB~~	
		~~AM PH~~	~~PM PH~~	~~AM PH~~	~~PM PH~~	~~AM PH~~	~~PM PH~~	~~AM PH~~	~~PM PH~~	~~AM PH~~	~~PM PH~~	~~AM PH~~	~~PM PH~~
~~I-110~~	~~Wilmington, s/o "C"St.~~	~~4,200~~	~~3,000~~	~~3,000~~	~~4,100~~	~~4,245~~	~~3,030~~	~~3,000~~	~~4,100~~	~~45~~	~~30~~	~~-~~	~~-~~
~~SR-91~~	~~e/o Alameda St/Santa Fe Ave~~	~~7,400~~	~~15,200~~	~~9,900~~	~~6,000~~	~~7,450~~	~~15,230~~	~~9,915~~	~~6,020~~	~~50~~	~~30~~	~~15~~	~~20~~
~~I-405~~	~~Santa Fe Ave.~~	~~11,500~~	~~8,900~~	~~8,600~~	~~10,700~~	~~11,510~~	~~8,905~~	~~8,625~~	~~10,730~~	~~10~~	~~5~~	~~25~~	~~30~~
~~I-710~~	~~n/o Jct (PCH), Willow St.~~	~~5,500~~	~~5,100~~	~~5,400~~	~~5,100~~	~~5,895~~	~~5,350~~	~~5,645~~	~~5,420~~	~~395~~	~~250~~	~~245~~	~~320~~
~~I-710~~	~~n/o Jct Rte 405, s/o Del Amo~~	~~7,900~~	~~7,800~~	~~8,400~~	~~7,600~~	~~8,340~~	~~8,075~~	~~8,680~~	~~7,970~~	~~440~~	~~275~~	~~280~~	~~370~~
~~I-710~~	~~n/o Rte 105, n/o Firestone~~	~~10,200~~	~~10,800~~	~~7,500~~	~~7,800~~	~~10,690~~	~~11,110~~	~~7,795~~	~~8,190~~	~~490~~	~~310~~	~~295~~	~~390~~

~~b) Note: ( ) denotes negative value~~

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2 **Table 5-17. No Project Alternative Freeway Level of Service Analysis.**

AM Peak Hour

Fwy.	Post Mile	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
				Baseline			Baseline Plus No Project			Δ D/C	Exceed Thresh.	Baseline			Baseline Plus No Project			Δ D/C	Exceed Thresh.
				Demand	D/C	LOS	Demand	D/C	LOS			Demand	D/C	LOS	Demand	D/C	LOS		
I-110	2.77	Wilmington, s/o "C" St.	8,000	4,200	0.53	B	4,225	0.53	B	0.00	No	3,000	0.38	B	3,000	0.38	B	0.00	No
SR-91	10.62	e/o Alameda St/Santa Fe Ave	12,000	7,400	0.62	C	7,425	0.62	C	0.00	No	9,900	0.83	D	9,910	0.83	D	0.00	No
I-405	8.02	Santa Fe Ave.	10,000	11,500	1.15	F(0)	11,505	1.15	F(0)	0.00	No	8,600	0.86	D	8,615	0.86	D	0.00	No
I-710	7.6	n/o Jct Rte 1 (PCH), Willow St.	6,000	5,500	0.92	D	5,705	0.95	E	0.03	No	5,400	0.90	D	5,565	0.93	D	0.03	No
I-710	10.31	n/o Jct Rte 405, s/o Del Amo	8,000	7,900	0.99	E	8,125	1.02	F(0)	0.03	Yes	8,400	1.05	F(0)	8,590	1.07	F(0)	0.02	Yes
I-710	19.1	n/o Rte 105, n/o Firestone	8,000	10,200	1.28	F(1)	10,450	1.31	F(1)	0.03	Yes	7,500	0.94	E	7,700	0.96	E	0.03	No

PM Peak Hour

Fwy.	Post Mile	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
				CEQA Baseline			CEQA Baseline Plus No Project			Δ D/C	Exceed Thresh.	CEQA Baseline			CEQA Baseline Plus No Project			Δ D/C	Exceed Thresh.
				Demand	D/C	LOS	Demand	D/C	LOS			Demand	D/C	LOS	Demand	D/C	LOS		
I-110	2.77	Wilmington, s/o "C" St.	8,000	3,000	0.38	B	3,000	0.38	B	0.00	No	4,100	0.51	B	4,115	0.51	B	0.00	No
SR-91	10.62	e/o Alameda St/Santa Fe Ave	12,000	15,200	1.27	F(1)	15,205	1.27	F(1)	0.00	No	6,000	0.50	C	6,015	0.50	B	0.00	No
I-405	8.02	Santa Fe Ave.	10,000	8,900	0.89	D	8,915	0.89	D	0.00	No	10,700	1.07	F(0)	10,705	1.07	F(0)	0.00	No
I-710	7.6	n/o Jct Rte 1 (PCH), Willow St.	6,000	5,100	0.85	D	5,225	0.87	D	0.02	No	5,100	0.85	E	5,230	0.87	D	0.02	No
I-710	10.31	n/o Jct Rte 405, s/o Del Amo	8,000	7,800	0.98	E	7,945	0.99	E	0.02	No	7,600	0.95	D	7,740	0.97	E	0.02	No
I-710	19.1	n/o Rte 105, n/o Firestone	8,000	10,800	1.35	F(1)	10,950	1.37	F(2)	0.02	No	7,800	0.98	F(0)	7,960	1.00	E	0.02	No

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Table 5-17. No Project Alternative Freeway Level of Service Analysis.

AM Peak Hour

Fwy.	Post Mile	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
				Baseline			Baseline Plus No Project			Δ D/C	Exceed Thresh.	Baseline			Baseline Plus No Project			Δ D/C	Exceed Thresh.
				Demand	D/C	LOS	Demand	D/C	LOS			Demand	D/C	LOS	Demand	D/C	LOS		
I-110	2.77	Wilmington, s/o "C" St.	8,000	4,200	0.53	B	4,245	0.53	B	0.01	No	3,000	0.38	B	3,000	0.38	B	0.00	No
SR-91	10.62	e/o Alameda St/Santa Fe Ave	12,000	7,400	0.62	C	7,450	0.62	C	0.00	No	9,900	0.83	D	9,915	0.83	D	0.00	No
I-405	8.02	Santa Fe Ave.	10,000	11,500	1.15	F(0)	11,510	1.15	F(0)	0.00	No	8,600	0.86	D	8,625	0.86	D	0.00	No
I-710	7.6	n/o Jct Rte 1 (PCH), Willow St.	6,000	5,500	0.92	D	5,895	0.98	E	0.07	No	5,400	0.90	D	5,645	0.94	E	0.04	No
I-710	10.31	n/o Jct Rte 405, s/o Del Amo	8,000	7,900	0.99	E	8,340	1.04	F(0)	0.06	Yes	8,400	1.05	F(0)	8,680	1.09	F(0)	0.04	Yes
I-710	19.1	n/o Rte 105, n/o Firestone	8,000	10,200	1.28	F(1)	10,690	1.34	F(1)	0.06	Yes	7,500	0.94	E	7,795	0.97	E	0.04	No

PM Peak Hour

Fwy.	Post Mile	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
				CEQA Baseline			CEQA Baseline Plus No Project			Δ D/C	Exceed Thresh.	CEQA Baseline			CEQA Baseline Plus No Project			Δ D/C	Exceed Thresh.
				Demand	D/C	LOS	Demand	D/C	LOS			Demand	D/C	LOS	Demand	D/C	LOS		
I-110	2.77	Wilmington, s/o "C" St.	8,000	3,000	0.38	B	3,030	0.38	B	0.00	No	4,100	0.51	B	4,100	0.51	B	0.00	No
SR-91	10.62	e/o Alameda St/Santa Fe Ave	12,000	15,200	1.27	F(1)	15,230	1.27	F(1)	0.00	No	6,000	0.50	C	6,020	0.50	B	0.00	No
I-405	8.02	Santa Fe Ave.	10,000	8,900	0.89	D	8,905	0.89	D	0.00	No	10,700	1.07	F(0)	10,730	1.07	F(0)	0.00	No
I-710	7.6	n/o Jct Rte 1 (PCH), Willow St.	6,000	5,100	0.85	D	5,350	0.89	D	0.04	No	5,100	0.85	E	5,420	0.90	D	0.05	No
I-710	10.31	n/o Jct Rte 405, s/o Del Amo	8,000	7,800	0.98	E	8,075	1.01	F(0)	0.03	Yes	7,600	0.95	D	7,970	1.00	E	0.05	No
I-710	19.1	n/o Rte 105, n/o Firestone	8,000	10,800	1.35	F(1)	11,110	1.39	F(2)	0.04	Yes	7,800	0.98	F(0)	8,190	1.02	F(0)	0.05	Yes

Revise Alt 1 Impact TRANS-4 as follows:

Alt 1 Impact TRANS-4: Operation of the No Project Alternative would result in a significant increase in highway congestion.

The No Project Alternative would result in more international cargo truck trips to Hobart Yard near downtown Los Angeles than under baseline conditions, as a result of the growth in cargo throughput. The maximum addition would be approximately 265 trips totaled over the three daily peak hours (Table 5-14). All of the Congestion Management Program(CMP) intersections in the study area currently operate at LOS C or better (Table 5-15), and most would not be adversely affected by the addition of a portion of those 265 trips.

The No Project Alternative would add trucks to the freeway system. A comparison of the baseline condition with the No Project plus baseline condition (Table 5-16) shows that some freeway segments would experience as many as ~~490~~ 250 additional trucks in a peak hour, which would represent a ~~six~~ three percent increase. As shown in Table 5-17, these additional trips would exceed the significance threshold at two locations on I-710.

Impact Determination

Two freeway locations would exceed the significance threshold under No Project Conditions: I-710 north of I-405 (northbound AM ~~and PM~~ peak hour~~s~~ and southbound in the AM peak hour) and I-710 north of I-105 (northbound AM ~~and PM~~ peak hour~~s and southbound in the PM peak hour~~). Therefore the No Project Alternative would cause a significant impact related to highway congestion.

Section 5.5 Alternative 2 Reduced Project

Section 5.5.2 Impact Analysis

Section 5.5.2.9 Noise

Table 5-28 is replaced with the following:

Table 5-28. Reduced Project Alternative Roadway Traffic Noise Level Changes.

ROADWAY SEGMENT	*Existing CNEL @ 100 ft.*	*Future w/o Project Noise Level CNEL, dBA*	*Future Reduced Project Alternative CNEL @ 100 ft*	*Future Reduced Project Increase Above Existing, dB*	*Future Reduced Project Incremental Contribution, dB*
ALAMEDA ST					
n/o Anaheim St	71.9	72.6	72	0.1	-0.6
w/o Eubank Ave	73.6	75.3	75.2	1.6	-0.1
s/o PCH	73.8	74.3	73.9	0.1	-0.4
s/o Anaheim St	74.5	75.9	75.9	1.4	0
E ANAHEIM ST					
between Anaheim and Henry Ford	71.7	72.9	73.3	1.6	0.4
e/o Henry Ford Ave	73.0	74.3	74.8	1.8	0.5
w/o E I St	72.2	72.7	73.3	1.1	0.6

ROADWAY SEGMENT	Existing CNEL @ 100 ft.	Future w/o Project Noise Level CNEL, dBA	Future Reduced Project Alternative CNEL @ 100 ft	Future Reduced Project Increase Above Existing, dB	Future Reduced Project Incremental Contribution, dB
w/o Anaheim Way	73.0	74.3	74.9	1.9	0.6
E HARRY BRIDGES BLVD	-	-	-	-	-
e/o Avalon Blvd	72.1	73.5	73.5	1.4	0
E SEPULVEDA BLVD	-	-	-	-	-
e/o Alameda St	70.7	69.8	69.8	-0.9	0
JOHN S GIBSON BLVD	-	-	-	-	-
n/o I-110 Ramps	70.7	71.7	71.9	1.2	0.2
LONG BEACH FWY	-	-	-	-	-
n/o Imperial Hwy	85.8	86.9	86	0.2	-0.9
s/o Imperial Hwy	86.1	87.1	86.2	0.1	-0.9
n/o I-105	85.7	86.8	85.8	0.1	-1
s/o I-105	85.7	86.7	85.7	0.0	-1
n/o Rosecrans Ave	85.7	86.8	85.8	0.1	-1
s/o Rosecrans Ave	86.9	88.2	87.5	0.6	-0.7
between Alondra and Rosecrans	86.9	88.2	87.5	0.6	-0.7
n/o Alondra	86.9	88.2	87.5	0.6	-0.7
s/o Alondra	86.8	88.2	87.5	0.7	-0.7
n/o SR-91	86.3	87.7	86.9	0.6	-0.8
n/o Artesia Blvd	85.5	87	86.1	0.6	-0.9
s/o Artesia Blvd	86.3	88.1	87.4	1.1	-0.7
n/o Long Beach Blvd	86.5	88.3	87.6	1.1	-0.7
s/o Long Beach Blvd	86.3	88.2	87.6	1.3	-0.6
n/o Del Amo Blvd	86.4	88.3	87.6	1.2	-0.7
s/o Del Amo Blvd	86.5	88.3	87.7	1.2	-0.6
n/o Wardlow Rd	85.0	87.3	86.7	1.7	-0.6
s/o Wardlow Rd	85.6	87.7	87.1	1.5	-0.6
n/o Willow St	84.6	87.1	87.1	2.5	0
s/o Willow St	85.4	87.5	86.9	1.5	-0.6
n/o Anahiem St	84.7	86.8	86.3	1.6	-0.5
s/o Anaheim St	84.5	86.6	86.2	1.7	-0.4
s/o PCH	84.5	86.6	86.2	1.7	-0.4
s/o Firestone Blvd	86.0	87.1	86.2	0.2	-0.9
n/o 9th St	82.8	86.5	86.1	3.3	-0.4
s/o 9th St	81.8	85.7	85.3	3.5	-0.4
n/o 10th St	83.3	86.2	85.8	2.5	-0.4
s/o Del Amo Blvd Off ramp	86.4	88.3	87.6	1.2	-0.7
s/o On ramp at Del Amo Blvd	86.4	88.3	87.6	1.2	-0.7

ROADWAY SEGMENT	Existing CNEL @ 100 ft.	Future w/o Project Noise Level CNEL, dBA	Future Reduced Project Alternative CNEL @ 100 ft	Future Reduced Project Increase Above Existing, dB	Future Reduced Project Incremental Contribution, dB
between off/of namps at Willow St	85.4	87.6	87	1.6	-0.6
TERMINAL ISLAND FWY					
s/o PCH	76.1	74.9	74.4	-1.7	-0.5
n/o PCH	75.3	70.5	69.1	-6.2	-1.4
between Off and loop On ramp at PCH	76.1	75.5	75.6	-0.5	0.1
s/o PCH off ramp	78.0	79.5	79.6	1.6	0.1
n/o Ocean Blvd	72.8	76.7	75.9	3.1	-0.8
s/o Henry Ford Ave	74.2	78.1	77.6	3.4	-0.5
between Henry Ford Ave and Anaheim St	76.5	79.1	78.9	2.4	-0.2
e/o Seaside Ave	75.0	76.8	76.7	1.7	-0.1
s/o Willow St	71.5	65.2	63.1	-8.4	-2.1
W ANAHEIM ST					
e/o Santa Fe Ave	73.1	73.6	73.6	0.5	0
w/o Harbor Ave	71.3	72.1	72.3	1.0	0.2
w/o Seabright Ave	71.9	72.5	72.6	0.7	0.1
w/o E I St	69.8	71	71.2	1.4	0.2
between Seabright Ave and Santa Fe Ave	71.6	72.3	72.4	0.8	0.1
W HARRY BRIDGES BLVD					
between Wilmington Blvd and Neptune Ave	71.5	72.5	72.6	1.1	0.1
between Hawaiian Ave and Wilmington Blvd	72.0	72.7	72.7	0.7	0
between Neptune Ave and Fries Ave	70.9	71.2	71.3	0.4	0.1
between Figueroa St and Mar Vista Ave	72.0	72.6	72.6	0.6	0
between Fries Ave and Avalon Blvd	72.2	73.4	73.4	1.2	0
between Mar Vista Ave and Hawaiian Ave	72.0	72.6	72.7	0.7	0.1
W PACIFIC COAST HIGHWAY					
between I-710 NB and SB ramps	72.7	74.5	74.2	1.5	-0.3
e/o San Gabriel Ave	73.9	75.4	74.7	0.8	-0.7
between San Gabriel Ave and Santa Fe Ave	73.9	75.3	74.8	0.9	-0.5
between Terminal Island Fwy SB and NB ra	72.6	73.7	74	1.4	0.3
e/o Santa Fe Ave	73.7	75.2	74.7	1.0	-0.5
e/o Harbor Ave	72.5	74.4	74	1.5	-0.4
W WILLOW ST					
between NB and SB Terminal Island Fwy	71.7	69.3	68.6	-3.1	-0.7
between Terminal Island Fwy and Santa Fe	69.1	69	69	-0.1	0
between Santa Fe Ave and Easy Ave	68.9	68.8	68.8	-0.1	0
e/o Easy Ave	70.0	69.7	69.7	-0.3	0
w/o NB I-710 on ramp	69.5	68.9	68.8	-0.7	-0.1

Table 5-28. Reduced Project Alternative Roadway Traffic Noise Level Changes.

Roadway Segment	Existing CNEL @100 ft	Reduced Project Alternative CNEL @100 ft	Reduced Project Increment in Traffic Noise Level, dB
ALAMEDA ST	-	-	-
- n/o Anaheim St	71.9	72.0	0.1
- w/o Eubank Ave	73.6	75.2	1.6
- s/o PCH	73.8	73.9	0.1
- s/o Anaheim St	74.5	75.9	1.4
E ANAHEIM ST	-	-	-
- between Anaheim and Henry Ford	71.7	73.3	1.6
- e/o Henry Ford Ave	73.0	74.8	1.8
- w/o E I St	72.2	73.3	1.1
- w/o Anaheim Way	73.0	74.9	1.9
E HARRY BRIDGES BLVD	-	-	-
- e/o Avalon Blvd	72.1	73.5	1.4
E SEPULVEDA BLVD	-	-	-
- e/o Alameda St	70.7	69.8	-0.9
JOHN S GIBSON BLVD	-	-	-
- n/o I-110 Ramps	70.7	71.9	1.2
LONG BEACH FWY	-	-	-
- n/o Imperial Hwy	85.8	86.0	0.2
- s/o Imperial Hwy	86.1	86.2	0.1
- n/o I-105	85.7	85.8	0.1
- s/o I-105	85.7	85.7	0.0
- n/o Rosecrans Ave	85.7	85.8	0.1
- s/o Rosecrans Ave	86.9	87.5	0.6
- NB between Alondra and Rosecrans	86.9	87.5	0.6
- n/o Alondra	86.9	87.5	0.6
- s/o Alondra	89.8	87.5	-2.3
- n/o SR-91	86.3	86.9	0.6
- n/o Artesia Blvd	85.5	86.1	0.6
- s/o Artesia Blvd	86.3	87.4	1.1
- n/o Long Beach Blvd	86.5	87.6	1.1
- s/o Long Beach Blvd	86.3	87.6	1.3
- n/o Del Amo Blvd	86.4	87.6	1.2
- s/o Del Amo Blvd	86.5	87.7	1.2
- n/o Wardlow Rd	85.0	86.7	1.7
- s/o Wardlow Rd	85.6	87.1	1.5
- n/o Willow St	84.6	87.1	2.5
- s/o Willow St	85.4	86.9	1.5
- n/o Anaheim St	84.7	86.3	1.6
- s/o Anaheim St	84.5	86.2	1.7
- NB s/o off ramp at PCH	86.2	85.8	-0.4
- NB s/o loop off ramp at PCH	86.4	85.9	-0.5
- NB n/o PCH	86.1	85.4	-0.7
- s/o PCH	84.5	86.2	1.7
- NB n/o I-405 Interchange	86.8	86.2	-0.6
- NB s/o I-405 Interchange Ramp	86.5	86.0	-0.5
- s/o Firestone Blvd	86.0	86.2	0.2
- n/o 9th St	82.8	86.1	3.3
- s/o 9th St	81.8	85.3	3.5
- n/o 10th St	83.3	85.8	2.5
- SB n/o I-405	86.7	86.0	-0.7

Roadway Segment	Existing CNEL @100 ft	Reduced Project Alternative CNEL @100 ft	Reduced Project Increment in Traffic Noise Level, dB
- SB s/o Del Amo Blvd Off ramp	86.4	87.6	1.2
- NB n/o Dell Amo Blvd Off Ramp	87.2	86.5	-0.7
- s/o On ramp at Del Amo Blvd	86.4	87.6	0.9
- NB between s/o off ramp at Del Amo Blvd	86.8	86.1	-0.7
- between off/on ramps at Willow St	85.4	87.0	0.6
- NB Between Ramps at Anaheim St	86.4	86.0	-0.4
TERMINAL ISLAND FWY	-	-	-
- s/o PCH	76.1	74.4	-1.7
- n/o PCH	75.3	69.1	-6.2
- between Off and loop On ramp at PCH	76.1	75.6	-0.5
- SB between loop Off and On ramp at PCH	79.8	80.5	0.7
- s/o PCH off ramp	78.0	79.6	1.6
- s/o PCH on ramp	81	79.1	-1.9
- n/o Ocean Blvd	72.8	75.9	3.1
- SB s/o Henry Ford Ave	80.9	80.7	-0.2
- s/o Henry Ford Ave	74.2	77.6	3.4
- between Henry Ford Ave and Anaheim St	76.5	78.9	2.4
- e/o Seaside Ave	75.0	76.7	1.7
- SB s/o Anaheim Way	80.9	79.1	-1.8
- SB n/o Anaheim St	78	78.7	0.7
- s/o Willow St	71.5	63.1	-8.4
W ANAHEIM ST	-	-	-
- w/o Harbor Ave	71.3	72.3	1.0
- e/o Santa Fe Ave	73.1	73.6	0.5
- w/o Seabright Ave	71.9	72.6	0.7
- w/o E I St	69.8	71.2	1.4
- between Seabright Ave and Santa Fe Ave	71.6	72.4	0.8
W HARRY BRIDGES BLVD	-	-	-
- between Wilmington Blvd and Neptune Ave	71.5	72.6	1.1
- between Hawaiian Ave and Wilmington Blvd	72.0	72.7	0.7
- between Neptune Ave and Fries Ave	70.9	71.3	0.4
- between Figueroa St and Mar Vista Ave	72.0	72.6	0.6
- between Fries Ave and Avalon Blvd	72.2	73.4	1.2
- between Mar Vista Ave and Hawaiian Ave	72.0	72.7	0.7
W PACIFIC COAST HIGHWAY	-	-	-
- between I-710 NB and SB ramps	72.7	74.2	1.5
- e/o San Gabriel Ave	73.9	74.7	0.8
- between San Gabriel Ave and Santa Fe Ave	73.9	74.8	0.9
- between Terminal Island Fwy SB and NB ramp	72.6	74.0	1.4
- e/o Santa Fe Ave	73.7	74.7	1.0
- e/o Harbor Ave	72.5	74.0	1.5
W WILLOW ST	-		-
- between NB and SB Terminal Island Fwy	71.7	68.6	-3.1
- between Terminal Island Fwy and Santa Fe	69.1	69.0	-0.1
- between Santa Fe Ave and Easy Ave	68.9	68.8	-0.1
- e/o Easy Ave	70.0	69.7	-0.3
- w/o NB I-710 on ramp	69.5	68.8	-0.7

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Section 5.5.2.10 Transportation and Circulation

Replace Table 5-30 with the following:

Table 5-30. Reduced Project Alternative Peak-Hour Trip Generation and Net Change Compared to CEQA Baseline Conditions (in Passenger Car Equivalents).

Year	AM Peak Hour			MD Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
CEQA Baseline	455	235	690	320	360	680	355	385	740
Reduced Project	465	385	850	550	555	1,105	395	360	755
Net Change	10	150	160	230	195	425	40	(25)	15

~~**Table 5-30. Reduced Project Alternative Peak-Hour Trip Generation and Net Change Compared to CEQA Baseline Conditions (in Passenger Car Equivalents).**~~

~~Year~~	~~AM Peak Hour~~			~~MD Peak Hour~~			~~PM Peak Hour~~		
	~~In~~	~~Out~~	~~Total~~	~~In~~	~~Out~~	~~Total~~	~~In~~	~~Out~~	~~Total~~
~~CEQA Baseline~~	~~535~~	~~275~~	~~810~~	~~400~~	~~445~~	~~845~~	~~455~~	~~535~~	~~990~~
~~Reduced Project~~	~~465~~	~~385~~	~~850~~	~~550~~	~~555~~	~~1,105~~	~~395~~	~~360~~	~~755~~
~~Net Change~~	~~(70)~~	~~110~~	~~40~~	~~150~~	~~110~~	~~260~~	~~(60)~~	~~(175)~~	~~(235)~~

Section 5.6 Cumulative Analysis of Alternatives

Section 5.6.1 No Project Alternative

Section 5.6.1.10 Transportation and Recirculation

Replace Table 5-33 with the following:

Table 5-33. Alternative 1 – No Project Site Peak Hour Trip Generation and Net Change Compared to Baseline Conditions (in Passenger Car Equivalents).

Year	AM Peak Hour			MD Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
CEQA Baseline	455	235	690	320	360	680	355	385	740
No Project	590	305	895	450	485	935	515	595	1110
Net Change	135	70	205	130	125	255	160	210	370

~~**Table 5-33. Alternative 1 – No Project Site Peak Hour Trip Generation and Net Change Compared to Baseline Conditions (in Passenger Car Equivalents).**~~

~~Year~~	~~AM Peak Hour~~			~~MD Peak Hour~~			~~PM Peak Hour~~		
	~~In~~	~~Out~~	~~Total~~	~~In~~	~~Out~~	~~Total~~	~~In~~	~~Out~~	~~Total~~
~~CEQA Baseline~~	~~535~~	~~275~~	~~810~~	~~400~~	~~445~~	~~845~~	~~455~~	~~535~~	~~990~~
~~No Project~~	~~590~~	~~305~~	~~895~~	~~450~~	~~485~~	~~935~~	~~515~~	~~595~~	~~1110~~
~~Net Change~~	~~55~~	~~30~~	~~85~~	~~50~~	~~40~~	~~90~~	~~60~~	~~60~~	~~120~~

Section 5.6.1.10.3 Cumulative Impact TRANS-2: Would long-term vehicular traffic have a significant adverse impact on at least one study intersection's volume/capacity ratios or level of service?

Revise second paragraph as follows:

Tables 5-34 to 5-38 summarize future intersection operating conditions of the No Project Alternative at each study intersection in 2016, 2023, 2035, 2046, and 2066, respectively, with the CEQA Baseline. A number of the study intersections, especially along Anaheim Street and PCH, will operate at LOS D in 2016 and worsen over the years to LOS E. Tables 5-39 to 5-43 compare the future "Without Project" to the No Project Alternative at each study intersection in 2016, 2023, 2035,2046, and 2066, respectively. Cumulative impacts are shown to occur at ~~one~~ three intersections in 2016, at ~~seven~~ three locations in 2023, and at ~~four~~ five locations in ~~both~~ 2035 and eight locations in 2046 and 2066. Accordingly, past, present, and reasonably foreseeable future projects, including the No Project Alternative, have a significant cumulative impact on study intersections.

Revise Tables 5-34 and 5-35 as follows:

Table 5-34. Intersection Level of Service Analysis – Year 2016 Alternative 1 – No Project Alternative.

#	Study Intersection	CEQA Baseline						Year 2016 Alt. 1 – No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.335	A	0.398	A	0.375	A	0.452	A	0.365	A	0.466	0.117	-0.033	0.091	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.215	A	0.379	A	0.348	A	0.217	A	0.277	A	0.366	0.002	-0.102	0.018	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.266	A	0.313	A	0.341	A	0.305	A	0.300	A	0.373	0.039	-0.013	0.032	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.209	A	0.364	A	0.34	A	0.207	A	0.306	A	0.456	-0.002	-0.058	0.116	N	N	N
5	Seaside Ave / Navy Wy [A]	A~~A~~	0.527 ~~0.501~~	A~~A~~	0.416 ~~0.396~~	B~~B~~	0.641 ~~0.609~~	A	0.578	A	0.274	B	0.684	0.051 ~~0.077~~	- 0.142 ~~- 0.122~~	0.043 ~~0.075~~	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.212	A	0.344	A	0.242	A	0.193	A	0.288	A	0.347	-0.019	-0.056	0.105	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.435	A	0.519	A	0.499	A	0.51	A	0.516	C	0.705	0.075	-0.003	0.206	N	N	N
8	Anaheim St / Harbor Ave [B]	A	0.453	A	0.455	A	0.56	B	0.634	B	0.672	C	0.782	0.181	0.217	0.222	N	N	N
9	Anaheim St / Santa Fe Ave [B]	A	0.473	A	0.508	A	0.578	B	0.654	B	0.611	D	0.832	0.181	0.103	0.254	N	N	N
10	Anaheim St / E I St / W 9th St [B]	A	0.501	A	0.525	A	0.529	A	0.592	A	0.543	C	0.772	0.091	0.018	0.243	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.377	A	0.328	A	0.386	A	0.237	A	0.216	A	0.536	-0.140	-0.112	0.150	N	N	N
12	Anaheim St / Henry Ford Ave [A]	A	0.4	A	0.516	B	0.66	A	0.503	A	0.549	C	0.794	0.103	0.033	0.134	N	N	Yes
13	Anaheim St / Alameda St [A]	A	0.461	A	0.425	A	0.568	A	0.496	A	0.419	B	0.684	0.035	-0.006	0.116	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.178	A	0.225	A	0.267	A	0.267	A	0.171	A	0.233	0.089	-0.054	-0.034	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.243	A	0.215	A	0.318	A	0.258	A	0.180	A	0.347	0.015	-0.035	0.029	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.255	A	0.182	A	0.338	A	0.485	A	0.250	A	0.550	0.230	0.068	0.212	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.223	A	0.227	A	0.303	A	0.318	A	0.222	A	0.347	0.095	-0.005	0.044	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.153	A	0.128	A	0.227	A	0.24	A	0.148	A	0.355	0.087	0.020	0.128	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.219	A	0.177	A	0.302	A	0.429	A	0.323	B	0.654	0.210	0.146	0.352	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	A	0.335	A	0.337	A	0.392	A	0.55	A	0.367	C	0.737	0.215	0.030	0.345	N	N	Yes
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.605	A	0.511	B	0.661	A	0.466	A	0.442	B	0.628	-0.139	-0.069	-0.033	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.383	A	0.283	A	0.542	A	0.219	A	0.326	A	0.431	-0.164	0.043	-0.111	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.773	B	0.699	D	0.821	C	0.757	B	0.640	E	0.921	-0.016	-0.059	0.100	N	N	Yes
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.628	B	0.603	C	0.733	B	0.643	B	0.661	D	0.871	0.015	0.058	0.138	N	N	N
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.679	A	0.484	B	0.612	A	0.509	A	0.536	A	0.583	-0.170	0.052	-0.029	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards

Table 5-35. Intersection Level of Service Analysis – Year 2023 Alternative 1 – No Project Alternative.

#	Study Intersection	CEQA Baseline						Year 2023 Alt. 1 – No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A~~A~~	0.335 ~~0.34~~	A~~A~~	0.398 ~~0.4~~	A~~A~~	0.375 ~~0.38~~	A	0.495	A	0.367	A	0.458	0.160	-0.031	0.083	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A~~A~~	0.215 ~~0.22~~	A~~A~~	0.379 ~~0.38~~	A~~A~~	0.348 ~~0.35~~	A	0.336	A	0.306	A	0.303	0.121	-0.073	-0.045	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A~~A~~	0.266 ~~0.27~~	A~~A~~	0.313 ~~0.31~~	A~~A~~	0.341 ~~0.34~~	A	0.377	A	0.302	A	0.331	0.111	-0.011	-0.010	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A~~A~~	0.209 ~~0.21~~	A~~A~~	0.364 ~~0.36~~	A~~A~~	0.340 ~~.34~~	A	0.284	A	0.301	A	0.298	0.075	-0.063	-0.042	N	N	N
5	Seaside Ave / Navy Wy [A]	A~~A~~	0.527 ~~0.5~~	A~~A~~	0.416 ~~0.4~~	B~~B~~	0.641 ~~0.61~~	B	0.666	A	0.356	B	0.638	0.139 ~~0.165~~	- 0.060 ~~- 0.040~~	- 0.003 ~~0.029~~	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A~~A~~	0.212 ~~0.21~~	A~~A~~	0.344 ~~0.34~~	A~~A~~	0.242 ~~0.24~~	A	0.225	A	0.305	A	0.198	0.013	-0.039	-0.044	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A~~A~~	0.435 ~~0.44~~	A~~A~~	0.519 ~~0.52~~	A~~A~~	0.499 ~~0.5~~	B	0.653	A	0.575	A	0.580	0.218	0.056	0.081	N	N	N
8	Anaheim St / Harbor Ave [B]	A~~A~~	0.453 ~~0.45~~	A~~A~~	0.455 ~~0.46~~	A~~A~~	0.560 ~~.56~~	B	0.648	B	0.678	B	0.691	0.195	0.223	0.131	N	N	N
9	Anaheim St / Santa Fe Ave [B]	A~~A~~	0.473 ~~0.47~~	A~~A~~	0.508 ~~0.51~~	A~~A~~	0.578 ~~0.58~~	C	0.705	B	0.622	C	0.773	0.232	0.114	0.195	N	N	N
10	Anaheim St / E I St / W 9th St [B]	A~~A~~	0.501 ~~0.5~~	A~~A~~	0.525 ~~0.53~~	A~~A~~	0.529 ~~0.53~~	B	0.653	A	0.543	C	0.776	0.152	0.018	0.247	N	N	N
11	Anaheim St / Farragut Ave [A]	A~~A~~	0.377 ~~0.38~~	A~~A~~	0.328 ~~0.33~~	A~~A~~	0.386 ~~0.39~~	A	0.351	A	0.257	A	0.528	-0.026	-0.071	0.142	N	N	N
12	Anaheim St / Henry Ford Ave [A]	A~~A~~	0.40 ~~0. 4~~	A~~A~~	0.516 ~~0.52~~	B~~B~~	0.660 ~~.66~~	A	0.575	A	0.568	D	0.802	0.175	0.052	0.142	N	N	Yes
13	Anaheim St / Alameda St [A]	A~~A~~	0.461 ~~0.46~~	A~~A~~	0.425 ~~0.43~~	A~~A~~	0.568 ~~0.57~~	A	0.475	A	0.421	C	0.711	0.014	-0.004	0.143	N	N	Yes
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A~~A~~	0.178 ~~0.18~~	A~~A~~	0.225 ~~0.23~~	A~~A~~	0.267 ~~0.27~~	A	0.331	A	0.171	A	0.231	0.153	-0.054	-0.036	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A~~A~~	0.243 ~~0.24~~	A~~A~~	0.215 ~~0.22~~	A~~A~~	0.318 ~~0.32~~	A	0.252	A	0.180	A	0.315	0.009	-0.035	-0.003	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A~~A~~	0.255 ~~0.26~~	A~~A~~	0.182 ~~0.18~~	A~~A~~	0.338 ~~0.34~~	A	0.492	A	0.262	A	0.598	0.237	0.080	0.260	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A~~A~~	0.223 ~~0.22~~	A~~A~~	0.227 ~~0.23~~	A~~A~~	0.303 ~~0.3~~	A	0.322	A	0.232	A	0.362	0.099	0.005	0.059	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A~~A~~	0.153 ~~0.15~~	A~~A~~	0.128 ~~0.13~~	A~~A~~	0.227 ~~0.23~~	A	0.223	A	0.140	A	0.343	0.070	0.012	0.116	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A~~A~~	0.219 ~~0.22~~	A~~A~~	0.177 ~~0.18~~	A~~A~~	0.302 ~~0.3~~	A	0.440	A	0.379	B	0.667	0.221	0.202	0.365	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	A~~A~~	0.335 ~~0.34~~	A~~A~~	0.337 ~~0.34~~	A~~A~~	0.392 ~~0.39~~	A	0.557	A	0.403	C	0.707	0.222	0.066	0.315	N	N	Yes

#	Study Intersection	CEQA Baseline						Year 2023 Alt. 1 – No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
21	Pacific Coast Hwy / Alameda St Ramp [A]	B~~B~~	0.605 ~~0.61~~	A~~A~~	0.511 ~~0.51~~	B~~B~~	0.661 ~~0.66~~	A	0.485	A	0.452	B	0.603	-0.120	-0.059	-0.058	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A~~A~~	0.383 ~~0.38~~	A~~A~~	0.283 ~~0.28~~	A~~A~~	0.542 ~~0.54~~	A	0.281	A	0.333	A	0.371	-0.102	0.050	-0.171	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	C~~C~~	0.773 ~~0.77~~	B~~B~~	0.699 ~~0.7~~	D~~D~~	0.821 ~~0.82~~	C	0.787	B	0.645	D	0.862	0.014	-0.054	0.041	N	N	N
24	Pacific Coast Hwy / Harbor Ave [B]	B~~B~~	0.628 ~~0.63~~	B~~B~~	0.603 ~~0.6~~	C~~C~~	0.733 ~~0.73~~	B	0.648	B	0.684	C	0.794	0.020	0.081	0.061	N	N	N
25	Sepulveda Blvd / Alameda St Ramp [C]	B~~B~~	0.679 ~~0.68~~	A~~A~~	0.484 ~~0.48~~	B~~B~~	0.612 ~~0.61~~	A	0.539	A	0.529	B	0.615	-0.140	0.045	0.003	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Replace Tables 5-36, 5-37, 5-38, 5-41, 5-42 and 5-43 with:

Table 5-36. Intersection Level of Service Analysis – Year 2035 Alternative 1 – No Project Alternative.

#	Study Intersection	CEQA Baseline						Year 2035 Alt. 1 – No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.335	A	0.398	A	0.375	A	0.504	A	0.540	A	0.392	0.169	0.142	0.017	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.215	A	0.379	A	0.348	A	0.449	A	0.519	A	0.396	0.234	0.140	0.048	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.266	A	0.313	A	0.341	A	0.527	A	0.484	A	0.394	0.261	0.171	0.053	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.209	A	0.364	A	0.340	A	0.429	A	0.502	A	0.394	0.220	0.138	0.054	N	N	N
5	Seaside Ave / Navy Wy [A]	A	0.527	A	0.416	B	0.641	C	0.713	B	0.609	B	0.686	0.186	0.193	0.045	Yes	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.212	A	0.344	A	0.242	A	0.395	A	0.463	A	0.372	0.183	0.119	0.130	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.435	A	0.519	A	0.499	D	0.821	D	0.886	B	0.622	0.386	0.367	0.123	N	N	N
8	Anaheim St / Harbor Ave [B]	A	0.453	A	0.455	A	0.560	B	0.698	C	0.709	B	0.633	0.245	0.254	0.073	N	N	N
9	Anaheim St / Santa Fe Ave [B]	A	0.473	A	0.508	A	0.578	B	0.612	B	0.616	C	0.754	0.139	0.108	0.176	N	N	N
10	Anaheim St / E I St / W 9th St [B]	A	0.501	A	0.525	A	0.529	C	0.726	B	0.648	C	0.733	0.225	0.123	0.204	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.377	A	0.328	A	0.386	A	0.422	A	0.355	A	0.456	0.045	0.027	0.070	N	N	N
12	Anaheim St / Henry Ford Ave [A]	A	0.400	A	0.516	B	0.660	B	0.630	B	0.663	C	0.761	0.230	0.147	0.101	N	N	Yes
13	Anaheim St / Alameda St [A]	A	0.461	A	0.425	A	0.568	A	0.493	A	0.437	B	0.693	0.032	0.012	0.125	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.178	A	0.225	A	0.267	A	0.253	A	0.129	A	0.182	0.075	-0.096	-0.085	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.243	A	0.215	A	0.318	A	0.250	A	0.177	A	0.338	0.007	-0.038	0.020	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.255	A	0.182	A	0.338	A	0.462	A	0.317	A	0.567	0.207	0.135	0.229	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.223	A	0.227	A	0.303	A	0.243	A	0.228	A	0.36	0.020	0.001	0.057	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.153	A	0.128	A	0.227	A	0.127	A	0.078	A	0.26	-0.026	-0.050	0.033	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.219	A	0.177	A	0.302	A	0.371	A	0.238	A	0.344	0.152	0.061	0.042	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	A	0.335	A	0.337	A	0.392	B	0.643	A	0.503	C	0.777	0.308	0.166	0.385	N	N	Yes
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.605	A	0.511	B	0.661	A	0.528	A	0.473	B	0.635	-0.077	-0.038	-0.026	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.383	A	0.283	A	0.542	A	0.386	A	0.315	A	0.451	0.003	0.032	-0.091	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.773	B	0.699	D	0.821	E	0.962	D	0.845	E	0.973	0.189	0.146	0.152	Yes	N	Yes
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.628	B	0.603	C	0.733	C	0.759	C	0.743	E	0.916	0.131	0.140	0.183	N	N	Yes
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.679	A	0.484	B	0.612	A	0.542	A	0.573	B	0.622	-0.137	0.089	0.010	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-36. Intersection Level of Service Analysis – Year 2035 Alternative 1 – No Project Alternative.

#	Study Intersection	CEQA Baseline						Year 2035 Alt. 1 – No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.34	A	0.4	A	0.38	A	0.499	A	0.533	A	0.391	0.164	0.135	0.016	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.22	A	0.38	A	0.35	A	0.435	A	0.502	A	0.387	0.220	0.123	0.039	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.27	A	0.31	A	0.34	A	0.519	A	0.475	A	0.387	0.253	0.162	0.046	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.21	A	0.36	A	0.34	A	0.429	A	0.491	A	0.394	0.220	0.127	0.054	N	N	N
5	Seaside Ave / Navy Wy [A]	A	0.5	A	0.4	B	0.61	B	0.675	A	0.576	B	0.648	0.174	0.180	0.039	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.21	A	0.34	A	0.24	A	0.395	A	0.463	A	0.372	0.183	0.119	0.130	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.44	A	0.52	A	0.5	D	0.821	D	0.888	B	0.627	0.386	0.369	0.128	N	N	N
8	Anaheim St / Harbor Ave [B]	A	0.45	A	0.46	A	0.56	B	0.699	C	0.709	B	0.634	0.246	0.254	0.074	N	N	N
9	Anaheim St / Santa Fe Ave [B]	A	0.47	A	0.51	A	0.58	B	0.613	B	0.615	C	0.754	0.140	0.107	0.176	N	N	N
10	Anaheim St / E I St / W 9th St [B]	A	0.5	A	0.53	A	0.53	C	0.733	B	0.656	C	0.722	0.232	0.131	0.193	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.38	A	0.33	A	0.39	A	0.403	A	0.332	A	0.440	0.026	0.004	0.054	N	N	N
12	Anaheim St / Henry Ford Ave [A]	A	0.4	A	0.52	B	0.66	B	0.609	B	0.633	C	0.747	0.209	0.117	0.087	N	N	Yes
13	Anaheim St / Alameda St [A]	A	0.46	A	0.43	A	0.57	A	0.484	A	0.437	B	0.682	0.023	0.012	0.114	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.18	A	0.23	A	0.27	A	0.253	A	0.129	A	0.182	0.075	-0.096	-0.085	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.24	A	0.22	A	0.32	A	0.245	A	0.175	A	0.337	0.002	-0.040	0.019	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.26	A	0.18	A	0.34	A	0.458	A	0.317	A	0.565	0.203	0.135	0.227	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.22	A	0.23	A	0.3	A	0.245	A	0.228	A	0.358	0.022	0.001	0.055	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.15	A	0.13	A	0.23	A	0.128	A	0.067	A	0.260	-0.025	-0.061	0.033	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.22	A	0.18	A	0.3	A	0.373	A	0.235	A	0.344	0.154	0.058	0.042	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	A	0.34	A	0.34	A	0.39	B	0.660	A	0.530	C	0.782	0.325	0.193	0.390	N	N	Yes
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.61	A	0.51	B	0.66	A	0.521	A	0.471	B	0.635	-0.084	-0.040	-0.026	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.38	A	0.28	A	0.54	A	0.385	A	0.313	A	0.453	0.002	0.030	-0.089	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.77	B	0.7	D	0.82	E	0.965	D	0.845	E	0.979	0.192	0.146	0.158	Yes	N	Yes
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.63	B	0.6	C	0.73	C	0.761	C	0.747	E	0.920	0.133	0.144	0.187	N	N	Yes
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.68	A	0.48	B	0.61	A	0.542	A	0.467	B	0.609	-0.137	-0.017	-0.003	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-37. Intersection Level of Service Analysis –Year 2046 Alternative 1 – No Project Alternative.

#	Study Intersection	CEQA Baseline						Year 2046 Alt. 1 – No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.335	A	0.398	A	0.375	B	0.614	A	0.517	A	0.483	0.279	0.119	0.108	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.215	A	0.379	A	0.348	A	0.446	A	0.381	A	0.373	0.231	0.002	0.025	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.266	A	0.313	A	0.341	A	0.534	A	0.452	A	0.384	0.268	0.139	0.043	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.209	A	0.364	A	0.340	A	0.402	A	0.445	A	0.441	0.193	0.081	0.101	N	N	N
5	Seaside Ave / Navy Wy [A]	A	0.527	A	0.416	B	0.641	D	0.891	A	0.592	C	0.765	0.364	0.176	0.124	Yes	N	Yes
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.212	A	0.344	A	0.242	A	0.395	A	0.467	A	0.37	0.183	0.123	0.128	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.435	A	0.519	A	0.499	D	0.893	D	0.866	C	0.702	0.458	0.347	0.203	N	N	N
8	Anaheim St / Harbor Ave [B]	A	0.453	A	0.455	A	0.560	C	0.774	D	0.82	C	0.746	0.321	0.365	0.186	N	N	N
9	Anaheim St / Santa Fe Ave [B]	A	0.473	A	0.508	A	0.578	D	0.811	C	0.731	E	0.932	0.338	0.223	0.354	N	N	Yes
10	Anaheim St / E I St / W 9th St [B]	A	0.501	A	0.525	A	0.529	C	0.758	B	0.628	D	0.842	0.257	0.103	0.313	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.377	A	0.328	A	0.386	A	0.422	A	0.357	A	0.574	0.045	0.029	0.188	N	N	N
12	Anaheim St / Henry Ford Ave [A]	A	0.400	A	0.516	B	0.660	C	0.733	C	0.731	D	0.887	0.333	0.215	0.227	Yes	Yes	Yes
13	Anaheim St / Alameda St [A]	A	0.461	A	0.425	A	0.568	B	0.632	A	0.498	C	0.782	0.171	0.073	0.214	N	N	Yes
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.178	A	0.225	A	0.267	A	0.442	A	0.171	A	0.227	0.264	-0.054	-0.040	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.243	A	0.215	A	0.318	A	0.297	A	0.223	A	0.435	0.054	0.008	0.117	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.255	A	0.182	A	0.338	A	0.538	A	0.39	B	0.695	0.283	0.208	0.357	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.223	A	0.227	A	0.303	A	0.337	A	0.293	A	0.388	0.114	0.066	0.085	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.153	A	0.128	A	0.227	A	0.242	A	0.195	A	0.393	0.089	0.067	0.166	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.219	A	0.177	A	0.302	A	0.588	A	0.492	D	0.800	0.369	0.315	0.498	N	N	Yes
20	Harry Bridges Blvd / Figueroa St [A]	A	0.335	A	0.337	A	0.392	B	0.667	A	0.493	D	0.802	0.332	0.156	0.410	N	N	Yes
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.605	A	0.511	B	0.661	A	0.539	A	0.565	B	0.656	-0.066	0.054	-0.005	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.383	A	0.283	A	0.542	A	0.350	A	0.422	A	0.449	-0.033	0.139	-0.093	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.773	B	0.699	D	0.821	E	0.924	C	0.795	E	0.982	0.151	0.096	0.161	Yes	N	Yes
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.628	B	0.603	C	0.733	C	0.711	C	0.791	E	0.93	0.083	0.188	0.197	N	N	Yes
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.679	A	0.484	B	0.612	A	0.547	B	0.697	B	0.615	-0.132	0.213	0.003	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-37. Intersection Level of Service Analysis - Year 2046 Alternative 1 - No Project Alternative.

#	Study Intersection	CEQA Baseline						Year 2046 Alt. 1 - No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.34	A	0.4	A	0.38	B	0.609	A	0.510	A	0.478	0.274	0.112	0.103	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.22	A	0.38	A	0.35	A	0.433	A	0.377	A	0.364	0.218	-0.002	0.016	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.27	A	0.31	A	0.34	A	0.527	A	0.442	A	0.378	0.261	0.129	0.037	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.21	A	0.36	A	0.34	A	0.402	A	0.435	A	0.441	0.193	0.071	0.101	N	N	N
5	Seaside Ave / Navy Wy [A]	A	0.5	A	0.4	B	0.61	D	0.844	A	0.559	C	0.723	0.343	0.163	0.114	Yes	N	Yes
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.21	A	0.34	A	0.24	A	0.395	A	0.467	A	0.370	0.183	0.123	0.128	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.44	A	0.52	A	0.5	D	0.893	D	0.868	C	0.707	0.458	0.349	0.208	N	N	N
8	Anaheim St / Harbor Ave [B]	A	0.45	A	0.46	A	0.56	C	0.775	D	0.820	C	0.746	0.322	0.365	0.186	N	N	N
9	Anaheim St / Santa Fe Ave [B]	A	0.47	A	0.51	A	0.58	D	0.811	C	0.730	E	0.932	0.338	0.222	0.354	N	N	Yes
10	Anaheim St / E I St / W 9th St [B]	A	0.5	A	0.53	A	0.53	C	0.764	B	0.636	D	0.842	0.263	0.111	0.313	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.38	A	0.33	A	0.39	A	0.403	A	0.334	A	0.558	0.026	0.006	0.172	N	N	N
12	Anaheim St / Henry Ford Ave [A]	A	0.4	A	0.52	B	0.66	C	0.712	C	0.701	D	0.873	0.312	0.185	0.213	Yes	Yes	Yes
13	Anaheim St / Alameda St [A]	A	0.46	A	0.43	A	0.57	B	0.621	A	0.488	C	0.772	0.160	0.063	0.204	N	N	Yes
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.18	A	0.23	A	0.27	A	0.442	A	0.171	A	0.229	0.264	-0.054	-0.038	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.24	A	0.22	A	0.32	A	0.292	A	0.222	A	0.433	0.049	0.007	0.115	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.26	A	0.18	A	0.34	A	0.535	A	0.390	B	0.693	0.280	0.208	0.355	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.22	A	0.23	A	0.3	A	0.345	A	0.285	A	0.397	0.122	0.058	0.094	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.15	A	0.13	A	0.23	A	0.243	A	0.192	A	0.392	0.090	0.064	0.165	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.22	A	0.18	A	0.3	A	0.585	A	0.490	C	0.798	0.366	0.313	0.496	N	N	Yes
20	Harry Bridges Blvd / Figueroa St [A]	A	0.34	A	0.34	A	0.39	B	0.683	A	0.520	D	0.807	0.348	0.183	0.415	N	N	Yes
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.61	A	0.51	B	0.66	A	0.530	A	0.553	B	0.649	-0.075	0.042	-0.012	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.38	A	0.28	A	0.54	A	0.349	A	0.419	A	0.450	-0.034	0.136	-0.092	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.77	B	0.7	D	0.82	E	0.928	C	0.792	E	0.988	0.155	0.093	0.167	Yes	N	Yes
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.63	B	0.6	C	0.73	C	0.714	C	0.795	E	0.934	0.086	0.192	0.201	N	N	Yes
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.68	A	0.48	B	0.61	A	0.550	A	0.590	B	0.639	-0.129	0.106	0.027	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-38. Intersection Level of Service Analysis –Year 2066 Alternative 1 – No Project Alternative.

#	Study Intersection	CEQA Baseline						Year 2066 Alt. 1 – No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.335	A	0.398	A	0.375	B	0.614	A	0.517	A	0.483	0.279	0.119	0.108	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.215	A	0.379	A	0.348	A	0.446	A	0.381	A	0.373	0.231	0.002	0.025	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.266	A	0.313	A	0.341	A	0.534	A	0.452	A	0.384	0.268	0.139	0.043	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.209	A	0.364	A	0.340	A	0.402	A	0.445	A	0.441	0.193	0.081	0.101	N	N	N
5	Seaside Ave / Navy Wy [A]	A	0.527	A	0.416	B	0.641	D	0.891	A	0.592	C	0.765	0.364	0.176	0.124	Yes	N	Yes
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.212	A	0.344	A	0.242	A	0.395	A	0.467	A	0.37	0.183	0.123	0.128	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.435	A	0.519	A	0.499	D	0.893	D	0.866	C	0.702	0.458	0.347	0.203	N	N	N
8	Anaheim St / Harbor Ave [B]	A	0.453	A	0.455	A	0.560	C	0.774	D	0.82	C	0.746	0.321	0.365	0.186	N	N	N
9	Anaheim St / Santa Fe Ave [B]	A	0.473	A	0.508	A	0.578	D	0.811	C	0.731	E	0.932	0.338	0.223	0.354	N	N	Yes
10	Anaheim St / E I St / W 9th St [B]	A	0.501	A	0.525	A	0.529	C	0.758	B	0.628	D	0.842	0.257	0.103	0.313	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.377	A	0.328	A	0.386	A	0.422	A	0.357	A	0.574	0.045	0.029	0.188	N	N	N
12	Anaheim St / Henry Ford Ave [A]	A	0.400	A	0.516	B	0.660	C	0.733	C	0.731	D	0.887	0.333	0.215	0.227	Yes	Yes	Yes
13	Anaheim St / Alameda St [A]	A	0.461	A	0.425	A	0.568	B	0.632	A	0.498	C	0.782	0.171	0.073	0.214	N	N	Yes
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.178	A	0.225	A	0.267	A	0.442	A	0.171	A	0.227	0.264	-0.054	-0.040	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.243	A	0.215	A	0.318	A	0.297	A	0.223	A	0.435	0.054	0.008	0.117	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.255	A	0.182	A	0.338	A	0.538	A	0.39	B	0.695	0.283	0.208	0.357	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.223	A	0.227	A	0.303	A	0.337	A	0.293	A	0.388	0.114	0.066	0.085	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.153	A	0.128	A	0.227	A	0.242	A	0.195	A	0.393	0.089	0.067	0.166	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.219	A	0.177	A	0.302	A	0.588	A	0.492	D	0.800	0.369	0.315	0.498	N	N	Yes
20	Harry Bridges Blvd / Figueroa St [A]	A	0.335	A	0.337	A	0.392	B	0.667	A	0.493	D	0.802	0.332	0.156	0.410	N	N	Yes
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.605	A	0.511	B	0.661	A	0.539	A	0.565	B	0.656	-0.066	0.054	-0.005	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.383	A	0.283	A	0.542	A	0.350	A	0.422	A	0.449	-0.033	0.139	-0.093	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.773	B	0.699	D	0.821	E	0.924	C	0.795	E	0.982	0.151	0.096	0.161	Yes	N	Yes
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.628	B	0.603	C	0.733	C	0.711	C	0.791	E	0.93	0.083	0.188	0.197	N	N	Yes
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.679	A	0.484	B	0.612	A	0.547	B	0.697	B	0.615	-0.132	0.213	0.003	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-38. Intersection Level of Service Analysis - Year 2066 Alternative 1 - No Project Alternative.

#	Study Intersection	CEQA Baseline						Year 2066 Alt. 1 - No Project Alternative						Change in V/C			Sig. Cum. Imp.		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.34	A	0.4	A	0.38	B	0.609	A	0.510	A	0.478	0.274	0.112	0.103	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.22	A	0.38	A	0.35	A	0.433	A	0.377	A	0.364	0.218	-0.002	0.016	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.27	A	0.31	A	0.34	A	0.527	A	0.442	A	0.378	0.261	0.129	0.037	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.21	A	0.36	A	0.34	A	0.402	A	0.435	A	0.441	0.193	0.071	0.101	N	N	N
5	Seaside Ave / Navy Wy [A]	A	0.5	A	0.4	B	0.61	D	0.844	A	0.559	C	0.723	0.343	0.163	0.114	Yes	N	Yes
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.21	A	0.34	A	0.24	A	0.395	A	0.467	A	0.370	0.183	0.123	0.128	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	A	0.44	A	0.52	A	0.5	D	0.893	D	0.868	C	0.707	0.458	0.349	0.208	N	N	N
8	Anaheim St / Harbor Ave [B]	A	0.45	A	0.46	A	0.56	C	0.775	D	0.820	C	0.746	0.322	0.365	0.186	N	N	N
9	Anaheim St / Santa Fe Ave [B]	A	0.47	A	0.51	A	0.58	D	0.811	C	0.730	E	0.932	0.338	0.222	0.354	N	N	Yes
10	Anaheim St / E I St / W 9th St [B]	A	0.5	A	0.53	A	0.53	C	0.764	B	0.636	D	0.842	0.263	0.111	0.313	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.38	A	0.33	A	0.39	A	0.403	A	0.334	A	0.558	0.026	0.006	0.172	N	N	N
12	Anaheim St / Henry Ford Ave [A]	A	0.4	A	0.52	B	0.66	C	0.712	C	0.701	D	0.873	0.312	0.185	0.213	Yes	Yes	Yes
13	Anaheim St / Alameda St [A]	A	0.46	A	0.43	A	0.57	B	0.621	A	0.488	C	0.772	0.160	0.063	0.204	N	N	Yes
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.18	A	0.23	A	0.27	A	0.442	A	0.171	A	0.229	0.264	-0.054	-0.038	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.24	A	0.22	A	0.32	A	0.292	A	0.222	A	0.433	0.049	0.007	0.115	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.26	A	0.18	A	0.34	A	0.535	A	0.390	B	0.693	0.280	0.208	0.355	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.22	A	0.23	A	0.3	A	0.345	A	0.285	A	0.397	0.122	0.058	0.094	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.15	A	0.13	A	0.23	A	0.243	A	0.192	A	0.392	0.090	0.064	0.165	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.22	A	0.18	A	0.3	A	0.585	A	0.490	C	0.798	0.366	0.313	0.496	N	N	Yes
20	Harry Bridges Blvd / Figueroa St [A]	A	0.34	A	0.34	A	0.39	B	0.683	A	0.520	D	0.807	0.348	0.183	0.415	N	N	Yes
21	Pacific Coast Hwy / Alameda St Ramp [A]	B	0.61	A	0.51	B	0.66	A	0.530	A	0.553	B	0.649	-0.075	0.042	-0.012	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.38	A	0.28	A	0.54	A	0.349	A	0.419	A	0.450	-0.034	0.136	-0.092	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	C	0.77	B	0.7	D	0.82	E	0.928	C	0.792	E	0.988	0.155	0.093	0.167	Yes	N	Yes
24	Pacific Coast Hwy / Harbor Ave [B]	B	0.63	B	0.6	C	0.73	C	0.714	C	0.795	E	0.934	0.086	0.192	0.201	N	N	Yes
25	Sepulveda Blvd / Alameda St Ramp [C]	B	0.68	A	0.48	B	0.61	A	0.550	A	0.590	B	0.639	-0.129	0.106	0.027	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-41. Intersection Level of Service Analysis – Year 2035 – No Project Alternative.

#	Study Intersection	Year 2035 Without Project						Year 2035 Alt. 1 – No Project Alternative						Change in V/C			Considerable Contribution?		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.497	A	0.531	A	0.391	A	0.504	A	0.540	A	0.392	0.007	0.009	0.001	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.435	A	0.502	A	0.387	A	0.449	A	0.519	A	0.396	0.014	0.017	0.009	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.517	A	0.473	A	0.387	A	0.527	A	0.484	A	0.394	0.010	0.011	0.007	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.429	A	0.491	A	0.394	A	0.429	A	0.502	A	0.394	0.000	0.011	0.000	N	N	N
5	Seaside Ave / Navy Wy [A]	C	0.716	B	0.611	B	0.687	C	0.713	B	0.609	B	0.686	-0.003	-0.002	-0.001	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.395	A	0.463	A	0.372	A	0.395	A	0.463	A	0.372	0.000	0.000	0.000	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	D	0.819	D	0.883	B	0.622	D	0.821	D	0.886	B	0.622	0.002	0.003	0.000	N	N	N
8	Anaheim St / Harbor Ave [B]	B	0.698	C	0.707	B	0.633	B	0.698	C	0.709	B	0.633	0.000	0.002	0.000	N	N	N
9	Anaheim St / Santa Fe Ave [B]	B	0.612	B	0.615	C	0.753	B	0.612	B	0.616	C	0.754	0.000	0.001	0.001	N	N	N
10	Anaheim St / E I St / W 9th St [B]	C	0.728	B	0.651	C	0.721	C	0.726	B	0.648	C	0.733	-0.002	-0.003	0.012	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.403	A	0.332	A	0.44	A	0.422	A	0.355	A	0.456	0.019	0.023	0.016	N	N	N
12	Anaheim St / Henry Ford Ave [A]	B	0.605	B	0.633	C	0.747	B	0.630	B	0.663	C	0.761	0.025	0.030	0.014	N	N	N
13	Anaheim St / Alameda St [A]	A	0.481	A	0.437	B	0.679	A	0.493	A	0.437	B	0.693	0.012	0.000	0.014	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.253	A	0.129	A	0.182	A	0.253	A	0.129	A	0.182	0.000	0.000	0.000	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.245	A	0.172	A	0.337	A	0.250	A	0.177	A	0.338	0.005	0.005	0.001	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.458	A	0.313	A	0.565	A	0.462	A	0.317	A	0.567	0.004	0.004	0.002	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.24	A	0.22	A	0.353	A	0.243	A	0.228	A	0.360	0.003	0.008	0.007	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.127	A	0.065	A	0.258	A	0.127	A	0.078	A	0.260	0.000	0.013	0.002	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.371	A	0.235	A	0.342	A	0.371	A	0.238	A	0.344	0.000	0.003	0.002	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	B	0.66	A	0.53	C	0.782	B	0.643	A	0.503	C	0.777	-0.017	-0.027	-0.005	N	N	N
21	Pacific Coast Hwy / Alameda St Ramp [A]	A	0.518	A	0.47	B	0.635	A	0.528	A	0.473	B	0.635	0.010	0.003	0.000	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.383	A	0.311	A	0.45	A	0.386	A	0.315	A	0.451	0.003	0.004	0.001	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	E	0.962	D	0.845	E	0.976	E	0.962	D	0.845	E	0.973	0.000	0.000	-0.003	N	N	N
24	Pacific Coast Hwy / Harbor Ave [B]	C	0.759	C	0.746	E	0.918	C	0.759	C	0.743	E	0.916	0.000	-0.003	-0.002	N	N	N
25	Sepulveda Blvd / Alameda St Ramp [C]	A	0.542	A	0.461	A	0.559	A	0.542	A	0.573	B	0.622	0.000	0.112	0.063	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-41. Intersection Level of Service Analysis – Year 2035 – No Project Alternative.

#	Study Intersection	Year 2035 Without Project						Year 2035 Alt. 1 – No Project Alternative						Change in V/C			Considerable Contribution?		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	A	0.497	A	0.531	A	0.391	A	0.499	A	0.533	A	0.391	0.002	0.002	0.000	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.435	A	0.502	A	0.387	A	0.435	A	0.502	A	0.387	0.000	0.000	0.000	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.517	A	0.473	A	0.387	A	0.519	A	0.475	A	0.387	0.002	0.002	0.000	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.429	A	0.491	A	0.394	A	0.429	A	0.491	A	0.394	0.000	0.000	0.000	N	N	N
5	Seaside Ave / Navy Wy [A]	B	0.675	A	0.576	B	0.648	B	0.675	A	0.576	B	0.648	0.000	0.000	0.000	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.395	A	0.463	A	0.372	A	0.395	A	0.463	A	0.372	0.000	0.000	0.000	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	D	0.819	D	0.883	B	0.622	D	0.821	D	0.888	B	0.627	0.002	0.005	0.005	N	N	N
8	Anaheim St / Harbor Ave [B]	B	0.698	C	0.707	B	0.633	B	0.699	C	0.709	B	0.634	0.001	0.002	0.001	N	N	N
9	Anaheim St / Santa Fe Ave [B]	B	0.612	B	0.615	C	0.753	B	0.613	B	0.615	C	0.754	0.001	0.000	0.001	N	N	N
10	Anaheim St / E I St / W 9th St [B]	C	0.728	B	0.651	C	0.721	C	0.733	B	0.656	C	0.722	0.005	0.005	0.001	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.403	A	0.332	A	0.440	A	0.403	A	0.332	A	0.440	0.000	0.000	0.000	N	N	N
12	Anaheim St / Henry Ford Ave [A]	B	0.605	B	0.633	C	0.747	B	0.609	B	0.633	C	0.747	0.004	0.000	0.000	N	N	N
13	Anaheim St / Alameda St [A]	A	0.481	A	0.437	B	0.679	A	0.484	A	0.437	B	0.682	0.003	0.000	0.003	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.253	A	0.129	A	0.182	A	0.253	A	0.129	A	0.182	0.000	0.000	0.000	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.245	A	0.172	A	0.337	A	0.245	A	0.175	A	0.337	0.000	0.003	0.000	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.458	A	0.313	A	0.565	A	0.458	A	0.317	A	0.565	0.000	0.004	0.000	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.240	A	0.220	A	0.353	A	0.245	A	0.228	A	0.358	0.005	0.008	0.005	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.127	A	0.065	A	0.258	A	0.128	A	0.067	A	0.260	0.001	0.002	0.002	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.371	A	0.235	A	0.342	A	0.373	A	0.235	A	0.344	0.002	0.000	0.002	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	B	0.660	A	0.530	C	0.782	B	0.660	A	0.530	C	0.782	0.000	0.000	0.000	N	N	N
21	Pacific Coast Hwy / Alameda St Ramp [A]	A	0.518	A	0.470	B	0.635	A	0.521	A	0.471	B	0.635	0.003	0.001	0.000	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.383	A	0.311	A	0.450	A	0.385	A	0.313	A	0.453	0.002	0.002	0.003	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	E	0.962	D	0.845	E	0.976	E	0.965	D	0.845	E	0.979	0.003	0.000	0.003	N	N	N
24	Pacific Coast Hwy / Harbor Ave [B]	C	0.759	C	0.746	E	0.918	C	0.761	C	0.747	E	0.920	0.002	0.001	0.002	N	N	N
25	Sepulveda Blvd / Alameda St Ramp [C]	A	0.542	A	0.461	A	0.559	A	0.542	A	0.467	B	0.609	0.000	0.006	0.050	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-42. Intersection Level of Service Analysis –Year 2046 – No Project Alternative.

#	Study Intersection	Year 2046 Without Project						Year 2046 Alt. 1 – No Project Alternative						Change in V/C			Considerable Contribution?		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	B	0.607	A	0.509	A	0.478	B	0.614	A	0.517	A	0.483	0.007	0.008	0.005	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.433	A	0.377	A	0.364	A	0.446	A	0.381	A	0.373	0.013	0.004	0.009	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.525	A	0.441	A	0.378	A	0.534	A	0.452	A	0.384	0.009	0.011	0.006	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.402	A	0.435	A	0.441	A	0.402	A	0.445	A	0.441	0.000	0.010	0.000	N	N	N
5	Seaside Ave / Navy Wy [A]	D	0.894	A	0.594	C	0.767	D	0.891	A	0.592	C	0.765	-0.003	-0.002	-0.002	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.395	A	0.467	A	0.37	A	0.395	A	0.467	A	0.370	0.000	0.000	0.000	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	D	0.891	D	0.863	C	0.702	D	0.893	D	0.866	C	0.702	0.002	0.003	0.000	N	N	N
8	Anaheim St / Harbor Ave [B]	C	0.774	D	0.819	C	0.745	C	0.774	D	0.820	C	0.746	0.000	0.001	0.001	N	N	N
9	Anaheim St / Santa Fe Ave [B]	D	0.811	C	0.730	E	0.931	D	0.811	C	0.731	E	0.932	0.000	0.001	0.001	N	N	N
10	Anaheim St / E I St / W 9th St [B]	C	0.759	B	0.631	D	0.840	C	0.758	B	0.628	D	0.842	-0.001	-0.003	0.002	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.403	A	0.465	A	0.558	A	0.422	A	0.357	A	0.574	0.019	-0.108	0.016	N	N	N
12	Anaheim St / Henry Ford Ave [A]	C	0.709	C	0.701	D	0.873	C	0.733	C	0.731	D	0.887	0.024	0.030	0.014	N	N	N
13	Anaheim St / Alameda St [A]	B	0.618	A	0.484	C	0.768	B	0.632	A	0.498	C	0.782	0.014	0.014	0.014	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.442	A	0.171	A	0.229	A	0.442	A	0.171	A	0.227	0.000	0.000	-0.002	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.292	A	0.218	A	0.433	A	0.297	A	0.223	A	0.435	0.005	0.005	0.002	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.535	A	0.387	B	0.693	A	0.538	A	0.390	B	0.695	0.003	0.003	0.002	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.343	A	0.28	A	0.392	A	0.337	A	0.293	A	0.388	-0.006	0.013	-0.004	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.242	A	0.192	A	0.392	A	0.242	A	0.195	A	0.393	0.000	0.003	0.001	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.585	A	0.49	C	0.798	A	0.588	A	0.492	D	0.800	0.003	0.002	0.002	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	B	0.683	A	0.52	D	0.807	B	0.667	A	0.493	D	0.802	-0.016	-0.027	-0.005	N	N	N
21	Pacific Coast Hwy / Alameda St Ramp [A]	A	0.526	A	0.551	B	0.649	A	0.539	A	0.565	B	0.656	0.013	0.014	0.007	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.347	A	0.418	A	0.447	A	0.350	A	0.422	A	0.449	0.003	0.004	0.002	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	E	0.924	C	0.792	E	0.985	E	0.924	C	0.795	E	0.982	0.000	0.003	-0.003	N	N	N
24	Pacific Coast Hwy / Harbor Ave [B]	C	0.711	C	0.794	E	0.932	C	0.711	C	0.791	E	0.930	0.000	-0.003	-0.002	N	N	N
25	Sepulveda Blvd / Alameda St Ramp [C]	A	0.547	C	0.756	B	0.637	A	0.547	B	0.697	B	0.615	0.000	-0.059	-0.022	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-42. Intersection Level of Service Analysis – Year 2046 – No Project Alternative.

#	Study Intersection	Year 2046 Without Project						Year 2046 Alt. 1 – No Project Alternative						Change in V/C			Considerable Contribution?		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	B	0.607	A	0.509	A	0.478	B	0.609	A	0.51	A	0.478	0.002	0.001	0.000	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.433	A	0.377	A	0.364	A	0.433	A	0.377	A	0.364	0.000	0.000	0.000	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.525	A	0.441	A	0.378	A	0.527	A	0.442	A	0.378	0.002	0.001	0.000	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.402	A	0.435	A	0.441	A	0.402	A	0.435	A	0.441	0.000	0.000	0.000	N	N	N
5	Seaside Ave / Navy Wy [A]	D	0.844	A	0.559	C	0.723	D	0.844	A	0.559	C	0.723	0.000	0.000	0.000	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.395	A	0.467	A	0.370	A	0.395	A	0.467	A	0.370	0.000	0.000	0.000	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	D	0.891	D	0.863	C	0.702	D	0.893	D	0.868	C	0.707	0.002	0.005	0.005	N	N	N
8	Anaheim St / Harbor Ave [B]	C	0.774	D	0.819	C	0.745	C	0.775	D	0.820	C	0.746	0.001	0.001	0.001	N	N	N
9	Anaheim St / Santa Fe Ave [B]	D	0.811	C	0.730	E	0.931	D	0.811	C	0.730	E	0.932	0.000	0.000	0.001	N	N	N
10	Anaheim St / E I St / W 9th St [B]	C	0.759	B	0.631	D	0.840	C	0.764	B	0.636	D	0.842	0.005	0.005	0.002	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.403	A	0.465	A	0.558	A	0.403	A	0.334	A	0.558	0.000	-0.131	0.000	N	N	N
12	Anaheim St / Henry Ford Ave [A]	C	0.709	C	0.701	D	0.873	C	0.712	C	0.701	D	0.873	0.003	0.000	0.000	N	N	N
13	Anaheim St / Alameda St [A]	B	0.618	A	0.484	C	0.768	B	0.621	A	0.488	C	0.772	0.003	0.004	0.004	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.442	A	0.171	A	0.229	A	0.442	A	0.171	A	0.229	0.000	0.000	0.000	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.292	A	0.218	A	0.433	A	0.292	A	0.222	A	0.433	0.000	0.004	0.000	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.535	A	0.387	B	0.693	A	0.535	A	0.390	B	0.693	0.000	0.003	0.000	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.343	A	0.280	A	0.392	A	0.345	A	0.285	A	0.397	0.002	0.005	0.005	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.242	A	0.192	A	0.392	A	0.243	A	0.192	A	0.392	0.001	0.000	0.000	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.585	A	0.490	C	0.798	A	0.585	A	0.490	C	0.798	0.000	0.000	0.000	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	B	0.683	A	0.520	D	0.807	B	0.683	A	0.520	D	0.807	0.000	0.000	0.000	N	N	N
21	Pacific Coast Hwy / Alameda St Ramp [A]	A	0.526	A	0.551	B	0.649	A	0.53	A	0.553	B	0.649	0.004	0.002	0.000	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.347	A	0.418	A	0.447	A	0.349	A	0.419	A	0.450	0.002	0.001	0.003	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	E	0.924	C	0.792	E	0.985	E	0.928	C	0.792	E	0.988	0.004	0.000	0.003	N	N	N
24	Pacific Coast Hwy / Harbor Ave [B]	C	0.711	C	0.794	E	0.932	C	0.714	C	0.795	E	0.934	0.003	0.001	0.002	N	N	N
25	Sepulveda Blvd / Alameda St Ramp [C]	A	0.547	C	0.756	B	0.637	A	0.550	A	0.590	B	0.639	0.003	-0.166	0.002	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-43. Intersection Level of Service Analysis –Year 2066 – No Project Alternative.

#	Study Intersection	Year 2066 Without Project						Year 2066 Alt. 1 – No Project Alternative						Change in V/C			Considerable Contribution?		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	B	0.607	A	0.509	A	0.478	B	0.609	A	0.51	A	0.478	0.002	0.001	0.000	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.433	A	0.377	A	0.364	A	0.433	A	0.377	A	0.364	0.000	0.000	0.000	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.525	A	0.441	A	0.378	A	0.527	A	0.442	A	0.378	0.002	0.001	0.000	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.402	A	0.435	A	0.441	A	0.402	A	0.435	A	0.441	0.000	0.000	0.000	N	N	N
5	Seaside Ave / Navy Wy [A]	D	0.844	A	0.559	C	0.723	D	0.844	A	0.559	C	0.723	0.000	0.000	0.000	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.395	A	0.467	A	0.370	A	0.395	A	0.467	A	0.370	0.000	0.000	0.000	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	D	0.891	D	0.863	C	0.702	D	0.893	D	0.868	C	0.707	0.002	0.005	0.005	N	N	N
8	Anaheim St / Harbor Ave [B]	C	0.774	D	0.819	C	0.745	C	0.775	D	0.820	C	0.746	0.001	0.001	0.001	N	N	N
9	Anaheim St / Santa Fe Ave [B]	D	0.811	C	0.730	E	0.931	D	0.811	C	0.730	E	0.932	0.000	0.000	0.001	N	N	N
10	Anaheim St / E I St / W 9th St [B]	C	0.759	B	0.631	D	0.840	C	0.764	B	0.636	D	0.842	0.005	0.005	0.002	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.403	A	0.465	A	0.558	A	0.403	A	0.334	A	0.558	0.000	-0.131	0.000	N	N	N
12	Anaheim St / Henry Ford Ave [A]	C	0.709	C	0.701	D	0.873	C	0.712	C	0.701	D	0.873	0.003	0.000	0.000	N	N	N
13	Anaheim St / Alameda St [A]	B	0.618	A	0.484	C	0.768	B	0.621	A	0.488	C	0.772	0.003	0.004	0.004	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.442	A	0.171	A	0.229	A	0.442	A	0.171	A	0.229	0.000	0.000	0.000	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.292	A	0.218	A	0.433	A	0.292	A	0.222	A	0.433	0.000	0.004	0.000	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.535	A	0.387	B	0.693	A	0.535	A	0.390	B	0.693	0.000	0.003	0.000	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.343	A	0.280	A	0.392	A	0.345	A	0.285	A	0.397	0.002	0.005	0.005	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.242	A	0.192	A	0.392	A	0.243	A	0.192	A	0.392	0.001	0.000	0.000	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.585	A	0.490	C	0.798	A	0.585	A	0.490	C	0.798	0.000	0.000	0.000	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	B	0.683	A	0.520	D	0.807	B	0.683	A	0.520	D	0.807	0.000	0.000	0.000	N	N	N
21	Pacific Coast Hwy / Alameda St Ramp [A]	A	0.526	A	0.551	B	0.649	A	0.53	A	0.553	B	0.649	0.004	0.002	0.000	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.347	A	0.418	A	0.447	A	0.349	A	0.419	A	0.450	0.002	0.001	0.003	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	E	0.924	C	0.792	E	0.985	E	0.928	C	0.792	E	0.988	0.004	0.000	0.003	N	N	N
24	Pacific Coast Hwy / Harbor Ave [B]	C	0.711	C	0.794	E	0.932	C	0.714	C	0.795	E	0.934	0.003	0.001	0.002	N	N	N
25	Sepulveda Blvd / Alameda St Ramp [C]	A	0.547	C	0.756	B	0.637	A	0.550	A	0.590	B	0.639	0.003	-0.166	0.002	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Table 5-43. Intersection Level of Service Analysis – Year 2066 – No Project Alternative.

#	Study Intersection	Year 2066 Without Project						Year 2066 Alt. 1 – No Project Alternative						Change in V/C			Considerable Contribution?		
		AM Peak Hour		MD Peak Hour		PM Peak Hour		AM Peak Hour		MD Peak Hour		PM Peak Hour							
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	AM	MD	PM	AM	MD	PM
1	Ocean Blvd (WB) / Terminal Island Fwy [A]	B	0.607	A	0.509	A	0.478	B	0.609	A	0.51	A	0.478	0.002	0.001	0.000	N	N	N
2	Ocean Blvd (EB) / Terminal Island Fwy [A]	A	0.433	A	0.377	A	0.364	A	0.433	A	0.377	A	0.364	0.000	0.000	0.000	N	N	N
3	Ocean Blvd (WB) / Pier S Ave [A]	A	0.525	A	0.441	A	0.378	A	0.527	A	0.442	A	0.378	0.002	0.001	0.000	N	N	N
4	Ocean Blvd (EB) / Pier S Ave [A]	A	0.402	A	0.435	A	0.441	A	0.402	A	0.435	A	0.441	0.000	0.000	0.000	N	N	N
5	Seaside Ave / Navy Wy [A]	D	0.844	A	0.559	C	0.723	D	0.844	A	0.559	C	0.723	0.000	0.000	0.000	N	N	N
6	Ferry St (Seaside Ave) / SR-47 Ramps [A]	A	0.395	A	0.467	A	0.370	A	0.395	A	0.467	A	0.370	0.000	0.000	0.000	N	N	N
7	Pico Ave / Pier B St / 9th St / I-710 Ramps [B]	D	0.891	D	0.863	C	0.702	D	0.893	D	0.868	C	0.707	0.002	0.005	0.005	N	N	N
8	Anaheim St / Harbor Ave [B]	C	0.774	D	0.819	C	0.745	C	0.775	D	0.820	C	0.746	0.001	0.001	0.001	N	N	N
9	Anaheim St / Santa Fe Ave [B]	D	0.811	C	0.730	E	0.931	D	0.811	C	0.730	E	0.932	0.000	0.000	0.001	N	N	N
10	Anaheim St / E I St / W 9th St [B]	C	0.759	B	0.631	D	0.840	C	0.764	B	0.636	D	0.842	0.005	0.005	0.002	N	N	N
11	Anaheim St / Farragut Ave [A]	A	0.403	A	0.465	A	0.558	A	0.403	A	0.334	A	0.558	0.000	-0.131	0.000	N	N	N
12	Anaheim St / Henry Ford Ave [A]	C	0.709	C	0.701	D	0.873	C	0.712	C	0.701	D	0.873	0.003	0.000	0.000	N	N	N
13	Anaheim St / Alameda St [A]	B	0.618	A	0.484	C	0.768	B	0.621	A	0.488	C	0.772	0.003	0.004	0.004	N	N	N
14	Henry Ford Ave / Pier A Wy / SR-47/103 [A]	A	0.442	A	0.171	A	0.229	A	0.442	A	0.171	A	0.229	0.000	0.000	0.000	N	N	N
15	Harry Bridges Blvd / Broad Ave [A]	A	0.292	A	0.218	A	0.433	A	0.292	A	0.222	A	0.433	0.000	0.004	0.000	N	N	N
16	Harry Bridges Blvd / Avalon Blvd [A]	A	0.535	A	0.387	B	0.693	A	0.535	A	0.390	B	0.693	0.000	0.003	0.000	N	N	N
17	Harry Bridges Blvd / Fries Ave [A]	A	0.343	A	0.280	A	0.392	A	0.345	A	0.285	A	0.397	0.002	0.005	0.005	N	N	N
18	Harry Bridges Blvd / Neptune Ave [A]	A	0.242	A	0.192	A	0.392	A	0.243	A	0.192	A	0.392	0.001	0.000	0.000	N	N	N
19	Harry Bridges Blvd / King Ave [A]	A	0.585	A	0.490	C	0.798	A	0.585	A	0.490	C	0.798	0.000	0.000	0.000	N	N	N
20	Harry Bridges Blvd / Figueroa St [A]	B	0.683	A	0.520	D	0.807	B	0.683	A	0.520	D	0.807	0.000	0.000	0.000	N	N	N
21	Pacific Coast Hwy / Alameda St Ramp [A]	A	0.526	A	0.551	B	0.649	A	0.53	A	0.553	B	0.649	0.004	0.002	0.000	N	N	N
22	Pacific Coast Hwy / Site Entrance [A]	A	0.347	A	0.418	A	0.447	A	0.349	A	0.419	A	0.450	0.002	0.001	0.003	N	N	N
23	Pacific Coast Hwy / Santa Fe Ave [B]	E	0.924	C	0.792	E	0.985	E	0.928	C	0.792	E	0.988	0.004	0.000	0.003	N	N	N
24	Pacific Coast Hwy / Harbor Ave [B]	C	0.711	C	0.794	E	0.932	C	0.714	C	0.795	E	0.934	0.003	0.001	0.002	N	N	N
25	Sepulveda Blvd / Alameda St Ramp [C]	A	0.547	C	0.756	B	0.637	A	0.550	A	0.590	B	0.639	0.003	-0.166	0.002	N	N	N

A) City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
B) City of Long Beach intersection analyzed using ICU methodology according to City standards.
C) City of Carson intersection analyzed using CMA methodology according to City standards.

Section 5.7 Comparison of Alternatives and the Proposed Projects

Revise 1st paragraph as follows:

An EIR must evaluate the comparative merits of the alternatives to the proposed Project that would feasibly attain most of the basic objectives of the proposed Project but would avoid or substantially lessen any of the significant effects of the Project. CEQA Guidelines Section 15126.6(a). The impacts of the two alternatives and the proposed Project, and the mitigation measures applied to each impact, are summarized in Table 5-73 and described in sections 5.4.2 and 5.5.2.The impacts of the two alternatives relative to the proposed Project are compared in Table 5-74, and the environmentally superior alternative is identified in Section 5.7.5.

Section 5.7.1 Impacts and Mitigations

Revise 2nd paragraph as follows:

Some of the significant impacts could not be mitigated to less than significant by the mitigation measures; those ~~issues~~ significant and unavoidable impacts are discussed in Section 5.7.2. The remaining significant impacts could be reduced to less than significant by the identified mitigation; those impacts are discussed in Section 5.7.3.

Revise selected rows of Table 5-73 as follows:

Table 5-73.Impacts of the Proposed Project and Alternatives.

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.2 Air Quality and Meteorology				
Proposed Project	**AQ-1**: The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance.	**Significant impact**	**MM AQ-1**: Fleet Modernization for Construction Equipment • Tier Specifications: c. From January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-3 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-verified Level 3 DECS. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. This mitigation measure was quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15. d. From January 1, 2015 on: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-4 off-road emission standards at a minimum. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. This mitigation measure was quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15. • A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. The above "Tier Specifications" measures shall be	**Significant and unavoidable**

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			met, unless one of the following circumstances exists, and the contractor is able to provide proof that any of these circumstances exists: • A piece of specialized equipment is unavailable as specified in 3(a), 3(b) or 3(c) within 200 miles of the Port of Los Angeles, including through a leasing agreement. If this circumstance exists, the equipment must comply with one of the options contained in the Step Down Schedule as shown in Table A below. At no time shall equipment meet less than a Tier 1 engine standard with a CARB-verified Level 2 DECS. • The availability of construction equipment shall be reassessed in conjunction with the years listed in the above Tier Specifications (Prior to December 31, 2011, January 1, 2012 and January 15, 2015) on an annual basis. For example, if a piece of equipment is not available prior to December 31, 2011, the contractor shall reassess this availability on January 1, 2012. • Construction equipment shall incorporate, where feasible emissions-savings technology such as hybrid drives and specific fuel economy standards. This mitigation measure was not quantified in the mitigated construction emissions. • Idling shall be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions. **MM AQ-2**: Fleet Modernization for On-Road Trucks 1. Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property. This is not quantified in the mitigated construction emissions. 2. Idling will be restricted to a maximum of 5 minutes when not in use. This is not quantified in	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			the mitigated construction emissions. 3. USEPA Standards (These standards were not quantified in the RDEIR; however, further reductions are expected.) For On-road trucks with a gross vehicle weight rating (GVWR) of at least 19,500 pounds: Comply with USEPA 2010 on-road emission standards for PM10 and NOx (0.01 grams per brake horsepower-hour (g/bhp-hr) and 0.2 g/bhp-hr or better, respectively). ~~Trucks used in construction will be required to comply with EPA Standards as described below. These standards were quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15:~~ ~~On-Road Trucks except for Import Haulers and Earth Movers: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2007 on-road emission standards for PM10 and NOx (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively).~~ ~~For Import Haulers Only: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt to and from the construction site via public roadways at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).~~ ~~For Earth Movers Only: From January 1, 2012 on: All heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt within the construction site at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively).~~ • A copy of each unit's certified EPA rating and each unit's CARB or SCAQMD operating permit,	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			will be provided at the time of mobilization of each applicable unit of equipment. ~~The above standards/specifications shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:~~ ~~A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;~~ ~~A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or~~ ~~A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease.~~ ~~Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property. This mitigation measure was not quantified in the mitigated construction emissions.~~ ~~Idling will be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions.~~ **MM AQ-3**: Additional Fugitive Dust Controls SCAQMD's Best Available Control Technology (BACT) measures must be followed on all projects.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			They are outlined on Table 1 in Rule 403. Large construction projects (on a property which contains 50 or more disturbed acres) shall also follow Rule 403 Tables 2 and 3. • Active grading sites shall be watered three times per day. • Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas. • Contractors shall provide temporary wind fencing around sites being graded or cleared. • Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. ("Spilling Loads on Highways"). • Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site. • The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed. • Open storage piles (greater than 3 feet tall and a total surface area of 150 square feet) shall be covered with a plastic tarp or chemical dust suppressant. • Stabilize the materials while loading, unloading and transporting to reduce fugitive dust emissions. • Belly-dump truck seals should be checked regularly to remove trapped rocks to prevent possible spillage. • Comply with track-out regulations and provide water while loading and unloading to reduce visible dust plumes.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			• Waste materials should be hauled off-site immediately. • Pave road and road shoulders where available. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. • Require the use of clean-fueled sweepers pursuant to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on-site or roads adjacent to the site to reduce fugitive dust emissions. • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation. **MM AQ-4**: Best Management Practices The following measures are required on construction equipment (including onroad trucks): • Use diesel oxidation catalysts and catalyzed diesel particulate traps. • Maintain equipment according to manufacturers' specifications. • Restrict idling of construction equipment to a maximum of 5 minutes when not in use. • Install high-pressure fuel injectors on construction equipment vehicles. • LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			• Because the effectiveness of this measure has not been established and includes some emission reduction technology which may already be incorporated into equipment as part of the Tier level requirement in MM AQ-1, it is not quantified in this study. **MM AQ-5**: General Construction Mitigation Measure For any of the above construction mitigation measures (MM AQ-1 through AQ-3), if a CARB-certified technology becomes available and is shown to be equal or more effective in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the LAHD. Because the effectiveness of this measure cannot be established, it is not quantified in this study. **MM AQ-6**: Special Precautions near Sensitive Sites When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor shall notify each of these sites in writing at least 30 days before construction activities begin. Because the effectiveness of this measure has not been established, it is not quantified in this study.	
Alternative 1 (No Project)	**AQ-3:** Alternative 1 would ~~not~~ result in operational emissions that exceed 10 tons per year of VOCs but would exceed a SCAQMD thresholds of significance.	Less than significant ~~**Significant impact**~~	Mitigation not required ~~No feasible mitigation available.~~	Less than significant ~~Significant and unavoidable~~
3.4 Cultural Resources				
Proposed Project	**CR-1:** Construction of the proposed Project would potentially disturb, destroy, or degrade unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources as defined in §15064.5.	**Significant impact**	**MM CR-1:** Archaeological and Ethnographic Monitoring and Recovery An archaeological monitor shall be present during all initial grading and excavation activities at the proposed Project site. In the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the	Less than significant impact

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

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			may recommence after authorized by the coroner. If the remains are determined to be Native American, state laws relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC §5097) will be implemented by the appropriate parties, which includes . ~~The coroner must~~ contacting the NAHC to determine the most likely living descendant(s). ~~BNSF and LAHD shall consult with the most likely descendant(s) to~~ and identifying a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC§5097.98. If the NAHC is unable to identify a most likely descendant, the descendant fails to make a recommendation within 24 hours of being notified by the NAHC and LAHD and the descendant are not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods shall be reburied with appropriate dignity on the proposed Project site in a location not subject to further subsurface disturbance.	
Proposed Project	**CR-2:** Construction of the proposed Project would require demolition of the existing Sepulveda Boulevard Bridge, and thus cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	**Significant impact**	**MM CR-2:** Archival Documentation and Interpretative Display Prior to the start of construction of the new Sepulveda Boulevard railroad bridge, BNSF will prepare archival documentation and an interpretative display of the historical resource. **Documentation:** A Historic American Engineering Record (Level II or less) will be prepared to provide a physical description of the historic bridge, discuss its significance under applicable CRHR criteria, and address the historical context for its construction, purpose, and function. Large-format black and white photographs will be taken showing the Sepulveda Boulevard Bridge in context, as well as details of its historic engineering features. The photographs will be fully captioned and processed for archival permanence. Copies of the report will be offered to the	**Significant and unavoidable**

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			local historical society and any other repository or organization determined by LAHD. **Interpretive Display:** An interpretive exhibit, in the form of a permanent plaque, will be prepared, and once construction of the new bridge is complete, the plaque will be installed at the bridge site that provides a brief history of the structure, a description of its engineering features and characteristics, and the reasons for and date of its demolition and replacement. **MM CR-3:** Salvage Plan for Noteworthy Elements Prior to the start of the ~~Sepulvada~~Sepulveda Bridge component of the proposed Project, BNSF shall prepare a plan for salvaging noteworthy elements of the structure for re-use either elsewhere or in the new bridge. The plan shall identify the elements to be salvaged, which shall be determined in consultation with a qualified architectural historian. Suitable re-use would include as decorative elements either on the new bridge or elsewhere in the region, or as an interpretive display. The plan shall be approved by LAHD, and the existing bridge and abutments shall not be demolished or altered until said approval has been granted.	
Proposed Project	**CR-3:** Construction of the proposed Project would potentially disturb, destroy, or degrade unknown paleontological resource, and thus directly or indirectly destroy a unique paleontological resource.	**Significant impact**	**MM CR-4:** Paleontological Monitoring and Recovery Paleontological monitoring of ground disturbing activities shall be conducted by a qualified paleontologist. Ground disturbing activities include, but are not limited to, pavement/asphalt removal, boring, trenching, grading, excavating, and the demolition of building foundations. A preconstruction information and safety meeting ~~should~~ will be ~~held~~ required to make construction personnel aware of paleontological monitoring procedures and paleontological sensitivity. In the event that paleontological resources are encountered, the contractor shall stop construction within 10 meters (30 feet) of the exposure. A qualified paleontologist will evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be	Less than significant impact

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			significant, the paleontologist shall systematically remove and stabilize the specimen in anticipation of its preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum.	
3.6 Greenhouse Gas Emissions and Climate Change				
Proposed Project	**GHG-1:** The proposed Project would result in an increase in construction-related and operation-related GHG emissions.	Significant impact	**MM GHG-1**: Idling Restriction and Electrification for Construction Equipment. Construction equipment idling will be restricted to a maximum of 5 minutes when not in use and when feasible, and the use of electrified construction equipment where feasible. **MM GHG-2:** Solar Panels. The Port shall require installation of solar panels on all buildings constructed on POLA property where feasible. The Port, in consultation with the Tenant, will undertake a feasibility review and will make a determination as part of the Tenants final design on the solar panel requirement. **MM GHG-3:** Recycling. The tenant shall ensure a minimum of 40 percent of all waste generated during project construction is recycled and ~~60~~ 70 percent of all waste generated in all buildings is recycled by the facility opening year of 2016 and 100 percent is recycled by 2025. The goals for operational recycling are consistent with, but more ambitious, than the City of Los Angeles Bureau of Sanitation's Solid Resources Citywide Recycling Division's goal of 70 percent waste diversion by 2020 (Bureau of Sanitation, 2000) and RENEW LA's goal of 90 percent by 2025 (RENEW LA, 2005).. Recycled materials shall include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles. **MM GHG-5:** Water Conservation. As part of the facility construction, the applicant shall install a water recirculation system at potential wash racks, install low-flow devices in new buildings and low irrigation landscaping, and maintain these through the life of the	Significant and unavoidable

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			lease. **MM GHG-6:** Energy Efficient Light Bulbs. In addition to the SCIG facility main administration building, which would be LEED certified, all other interior buildings shall exclusively use energy efficient light bulbs (compact florescent, LED, or other equally efficient) for ambient lighting. The businesses on their alternate locations on Port-owned property shall also maintain and replace any Port-supplied energy efficient light bulbs. CFL and LED bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs. **MM GHG-7:** Energy Audit. The applicant shall conduct a third party energy audit every 5 years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use. **MM GHG-8**: Solar Canopy on Parking Area. The Tenant shall construct a canopy or canopies over the employee parking area at the SCIG facility that shall be equipped with photovoltaic (PV) solar panels for generating on-site electrical power. **MM GHG-9**: Alternative Fuel Service Trucks. The Tenant shall utilize only alternative-fuel service trucks within the SCIG facility. **MM GHG-10:** Carbon Offsets. The Tenant shall offset 100% of projected on-site electricity consumption at the SCIG facility over the 50-year lease term from 2016 through 2066, and thus reduce GHG emissions by 117,918 metric tons CO2e through the purchase of carbon offsets such as those available from the California Climate Action Registry's Climate Action Reserve. In addition, when new GHG emission reduction technology becomes available, it will be reviewed under the same process as MM AQ-9 which requires periodic reviews of emissions-reduction technology and implementation into SCIG operations once the technology is determined to be feasible.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.7 Hazards and Hazardous Materials				
Proposed Project	**RISK-4**: Construction and operations at the proposed Project would not create a significant hazard to the public or the environment as a result of the proposed Project being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 ~~The proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.~~	Less than significant impact	Mitigation not required	Less than significant impact
Alternative 2 (Reduced Project)	**RISK-4**: Alternative 2 would not create a significant hazard to the public or the environment as a result of the proposed Project being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5~~would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.~~	Less than significant impact	Mitigation not required	Less than significant impact
3.9 Noise				
Proposed Project	**NOI-6:** Construction and operation of the proposed Project would cause ambient noise levels to be increased by three dBA or more, or maximum noise levels allowed by the Long Beach Municipal Code would be exceeded.	**Significant impact**	**MM NOI-1**: 12-Foot High Sound Wall Prior to the start of construction of the proposed Project, BNSF shall first construct a permanent 12-foot high soundwall along the easterly right-of-way of the Terminal Island Freeway, from West 20th Street to Sepulveda Boulevard, as shown in Figure 3.9-6, to reduce construction noise. The final height and	**Significant and unavoidable**

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			location of the soundwall shall be verified by an acoustical consultant as part of the final engineering design of the soundwall. After construction of the soundwall, BNSF shall install landscaping along the length of the soundwall. The final landscaping plan with selected native plant species and irrigation shall be determined as part of the final engineering design. Upon completion, BNSF will be responsible for long-term maintenance. Right-of-way acquisition necessary for the soundwall and landscaping shall be the responsibility of BNSF. **MM NOI-2**: Construction Noise Reduction Measures The following noise control measures shall be implemented during construction of the proposed Project. This mitigation measure applies to BNSF and the businesses moved to the designated alternate sites. These measures were not quantitatively evaluated. a) Construction Hours. Limit construction to the hours of 7:00 am to 9:00 pm on weekdays, between 8:00 am and 6:00 pm on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance, except where nighttime construction is necessary on the PCH grade separation. For construction activities that occur within the City of Long Beach (e.g. the North Lead Track construction and sound wall construction), limit construction to the hours of 7:00am and 7:00pm on weekdays and between 9:00am and 6;00pm on Saturdays, as prescribed in the City of Long Beach Noise Ordinance. b) Construction Days. Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work). c) Temporary Noise Barriers. When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			d) Construction Equipment. Properly muffle and maintain all construction equipment powered by internal combustion engines. e) Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise sensitive areas. f) Equipment Location. Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as is practical from existing noise sensitive land uses. g) Quiet Equipment Selection. Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance. h) Notification. Notify residents adjacent to the proposed Project site and within at least a one-mile radius of the Project site of the construction schedule in writing (in both English and Spanish, and other languages if necessary) via brochures, mailings, community meetings, and a project website. i) Portable Generators. Avoid the use of portable generators if electricity can be obtained from the local power grid. j) Noise Complaints. Assign a construction liaison ~~disturbance counselor~~ to respond to noise complaints. Post contact information at the construction site, in public notices, and on a project website. k) Pile Driving Hours. Restrict pile driving to the hours between 9 AM and 5 PM, Monday through Friday, and from 10 AM to 4 PM on Saturdays. l) A Construction Noise Monitoring and Management Plan will be required to evaluate the construction process prior to the commencement. The plan should evaluate each piece of construction equipment and the need for administrative and engineering noise control for each construction element. A noise monitoring plan should be prepared to document construction noise levels during the process.	

Project and Alternatives	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			MM NOI-3: 24-Foot-High Sound Barrier Prior to the start of construction, BNSF shall first construct a permanent 24-foot high sound barrier as an extension to the existing 24-ft high sound barrier along the easterly right-of-way of the Terminal Island Freeway north of Sepulveda Blvd, as shown in Figure 3.9-6. The barrier would close the present gap between the existing barrier and a warehouse to the south, removing line-of-sight from the Project site to receiver R1 (the residence at 2789 Webster) and receiver R30 (Stephens Middle School). The final height and location of the soundwall shall be verified by an acoustical consultant as part of the final engineering design of the soundwall. Right-of-way acquisition necessary for the soundwall shall be the responsibility of BNSF.	

Section 5.7.2 Alternatives and Resource Areas with Significant and Unavoidable Impacts

Section 5.7.2.1 Aesthetics

Revise 2nd paragraph as follows:

The proposed Project and Reduced Project Alternative would install new lighting at the proposed railyard. The modern design of the lighting and the distance of the facility from sensitive receivers, however, mean that the impact under AES-2 would be less than significant. A ~~mitigation measure~~Project Condition (PC AES-2) requiring compliance with the Port's terminal lighting guidelines and follow-up monitoring and corrective measures would further reduce the impact. Because there would be no lighting added, the No Project Alternative would have no impacts relative to AES-2.

Section 5.7.2.2 Air Quality

Revise section as follows:

For both the proposed Project and the Reduced Project Alternative, construction would result in emissions of criteria air pollutants that would exceed SCAQMD significance thresholds for all criteria pollutants except SOx, and would cause off-site ambient concentrations exceeding SCAQMD thresholds of significance for 1-hour and annual NO_2, 24-hour and annual PM_{10}, and 24-hour $PM_{2.5}$. This would result in a significant impact under AQ-1 and AQ-2. Mitigation measures **MM AQ-1** through **MM AQ-6**, which would be applied to both alternatives to control equipment and construction practices, would reduce those impacts, but not to below the relevant thresholds, with the exception of 24-hour $PM_{2.5}$, the off-site ambient concentration of which would be below the SCAQMD threshold of significance. Accordingly, impacts would remain significant and unavoidable. Since construction would be identical for the proposed Project and the Reduced Project Alternative, the severity of the impact would also be identical. The No Project Alternative would have no impact under AQ-1 and AQ-2 because it would not involve construction.

Operation of the proposed Project ~~and~~, the Reduced Project, and the No Project would result in emissions of criteria pollutants less than the CEQA thresholds, therefore impacts would be less than significant under AQ-3. ~~Operation of the No Project would result in emissions of criteria pollutants exceeding CEQA thresholds for PM_{10}, which would be a significant impact under AQ-3. Because no mitigations can be applied to the No Project Alternative, this impact would remain significant and unavoidable.~~ Operation of the proposed Project and the Reduced Project would result in exceedances of the SCAQMD thresholds for 1-hour and annual NO_2, 24-hour and annual PM_{10}, and 24-hour $PM_{2.5}$. Operation of the No Project Alternative would cause exceedances of the SCAQMD ambient thresholds for 1-hour and annual NO_2, 24-hour and annual PM_{10}. All three would also cause exceedances of the NAAQS for 1-hour NO_2. These exceedances would be significant impacts under AQ-4. The magnitude or severity of the impacts of the No Project and Reduced Project Alternative under AQ-4 would be less than for the proposed Project, with the exception of some pollutants in the No Project Alternative, because the activity levels would be less, but the impacts would still be significant. In the case of the Reduced Project Alternative, much of the site-related activity would be lesser in magnitude or severity than the proposed Project due to the limit in the capacity of the facility. In the case of the No Project Alternative, because no construction activities or

changes in the operations of existing businesses would occur, no changes in the locations of emission sources would occur relative to the baseline, which reduces many of the impacts under AQ-4. Mitigation measure **MM AQ-7** would be applied to the proposed Project and the Reduced Project Alternative, but would not eliminate the exceedances; no mitigation can be applied to the No Project Alternative. Accordingly, those impacts would remain significant and unavoidable.

Construction and operation of the proposed Project and Reduced Project Alternative and operation of the No Project Alternative would expose sensitive receptors in the vicinity of the Project to emissions of TACs, and impacts under AQ-7 would be significant. Mitigation measures **MM AQ-1** through **MM AQ-2,** and **MMAQ-8**through **MM AQ-10** would reduce these impacts to less than significant. No mitigation can be applied to the No Project Alternative and thus ~~No Project~~ health risk impacts would be significant and unavoidable for the No Project Alternative.

None of the alternatives would have significant impacts related to AQ-5, AQ-6, but in the case of AQ-6, the ~~two build alternatives~~ proposed Project and the Reduced Project Alternative would have less than significant impacts while the No Project Alternative would have no impact. The proposed Project and Reduced Project would have no impact under AQ-8, but the No Project Alternative would have significant and unavoidable impacts related to AQ-8.

Section 5.7.2.4 Greenhouse Gases

Revise 1st paragraph as follows:

Construction and operation of the proposed Project and the Reduced Project Alternative, and operation of the No Project Alternative would result in emissions of greenhouse gases above baseline levels. As any increase is considered a significant impact, the proposed Project and the two alternatives would have significant impacts relative to GHG-1. The Reduced Project Alternative ~~and the proposed Project~~ would have the least impact, the proposed Project would have~~e~~ moderately severe impact, and the No Project would have the ~~greatest~~ most severe impact. Mitigation measures **MM GHG-1** through **MM GHG-~~7~~10**, requiring increased fuel efficiency in construction equipment where feasible, the use of solar panels, increased recycling, tree planting, alternative fuel service trucks, carbon offsets, and water conservation would be applied to the proposed Project and Reduced Project Alternative. These measures would reduce GHG emissions, but because those reductions cannot be reasonably quantified, significant and unavoidable impacts would remain. No mitigation can be applied to the No Project Alternative; consequently, impacts would remain significant and unavoidable.

Section 5.7.2.5 Land Use

Revise 2nd paragraph as follows:

The proposed Project and the Reduced Project Alternative would have secondary adverse effects on land uses in the project area as a result of their significant and unavoidable impacts related to air quality and noise. These effects constitute a significant impact, and because the mitigations applied to air quality and noise (see sections 5.5.2.2 and 5.5.2.9) would not reduce those impacts to less than significant, secondary impacts under LU-4 would remain significant and unavoidable. In the case of the Reduced Project Alternative, however; much of the site-related activity would be lesser in magnitude or severity with

regard to air quality than the proposed Project due to the limit in the capacity of the facility. The No Project Alternative would have no impact related to LU-4.

Section 5.7.2.6 Noise

Revise 2nd and 3rd paragraphs as follows:

Construction and operation of the proposed Project and the Reduced Project Alternative would cause ambient noise levels to be increased above City of Long Beach Municipal Code thresholds, which would constitute a significant impact under NOI-6. The magnitude or severity of the impact of the Reduced Project Alternative could be slightly less than that of the proposed Project because of the reduced activity level; however, given that noise impacts are evaluated based on peak conditions, the magnitude of the impact is identical to the proposed Project. Mitigation measures **MM NOI-1** through **MM NOI-3**, which require construction noise controls and sound walls, would reduce construction noise to less than significant, but operational noise would remain significant after mitigation if operational activities at the facility occur during certain nighttime periods. This would be an unavoidable significant impact. The proposed Project and the Reduced Project Alternative would cause increased vibration, sleep disturbance and speech interference in the City of Long Beach but the increases would not exceed allowable thresholds. Therefore the proposed Project and Reduced Project Alternative would have less than significant impacts related to NOI-7 through NOI-9. The No Project Alternative would have less than significant impacts related to NOI-6 through NOI-9.

Construction and operation of the proposed Project and the Reduced Project Alternative would cause increased noise, vibration, sleep disturbance and speech interference in the City of Carson, but the increases would not exceed allowable thresholds. Therefore the proposed Project and Reduced Project Alternative would have less than significant impacts under NOI-10 through NOI-12. Likewise, operation of the No Project Alternative would have less than significant impacts under NOI-10 through NOI-12 because activity levels would increase by only 10 percent. Since there are no schools in the City of Carson located near the Project site there would be no impact upon speech intelligibility under NOI-13 for the proposed Project and the two alternatives.

Section 5.7.2.7 Transportation

Revise 3rd paragraph as follows:

Increased employment would have little or no effect on public transit because of the availability of on-site parking and the availability of capacity on local and regional transit services. The reduction of truck trips between the ports and the Hobart railyard in the proposed Project and Reduced Project Alternative would reduce freeway congestion, although the magnitude of the reduction would be greater in the proposed Project than the Reduced Project Alternative. In the case of the No Project Alternative, there would be increased truck trips between the ports and the Hobart Yard and there would be a significant impact under TRANS-4. Accordingly, the proposed Project and the Reduced Project Alternative would have less than significant impacts under TRANS-3 and TRANS-4, and the No Project Alternative would have a significant and unavoidable impact under TRANS-4.

Section 5.7.5 Environmentally Superior Alternative

Revise section as follows:

CEQA requires identification of the environmentally superior alternative in an EIR. There is no set methodology for comparing the alternatives to a project or determining the environmentally superior alternative under CEQA. Therefore, the approach used in this EIR is to first identify the number of significant adverse impacts for each of the Project, Reduced Project Alternative, and the No Project Alternative ~~are compared. The alternative with the least number of significant unavoidable impacts is considered the Environmentally Superior Alternative~~. When none of the alternatives is clearly environmentally superior to the project, it should be sufficient for the EIR to explain the environmental advantages and disadvantages of each alternative in comparison with the project. Kostka and Zische, March 2012, , *California Continuing Education of the Bar, Practice Under the California Environmental Quality Act (2nd Ed.)*§15.37, p. 770.

Table 5-74. Comparison of the Proposed Project and Alternatives Showing Significant and Unavoidable Impacts After Mitigation.

Issue Resource Area	Proposed Project	No Project Alternative (Alt 1)	Reduced Project Alternative (Alt 2)
Aesthetics	AES-1		AES-1
Air Quality	AQ-1, AQ-2, AQ-4	~~AQ-3,~~ AQ-4, AQ-7, AQ-8	AQ-1, AQ-2, AQ-4
Biology			
Cultural	CR-2		CR-2
Geology and Soils			
Greenhouse Gases	GHG-1	GHG-1, GHG-2	GHG-1
Hazards and Hazardous Materials			
Land Use	LU-4	LU-2	LU-4
Noise	NOI-6		NOI-6
Transportation		TRANS-4	
Utilities		PS-6	
Water Resources			
Total	8	~~9~~8	8

~~Notes:~~

~~Shaded cells indicate no significant and unavoidable impact after mitigation.~~

~~As shown, the proposed Project and Reduced Project Alternative are the alternatives with the least significant impacts. Since the Reduced Project Alternative has, by definition, less activity than the proposed Project, it is the Environmentally Superior Alternative.~~

~~Nevertheless, the proposed Project takes into consideration increased activity at the proposed Project site versus reduced activity on the I-710 and in the area of the downtown railyards. Greater use of rail is contrasted with continued use of trucks for longer hauls. Impacts exist under both scenarios, although the specific impacts occur in different locations and differ in severity. The Environmentally Superior Alternative~~

~~analysis above is a simplified way to look at these issues, but cannot substitute for a review of the analysis in the EIR itself.~~

As shown in Table 5-74, the proposed Project and the alternatives have the same number of significant and unavoidable impacts, but not within the same resource areas. Therefore, the second step used in this approach is to rank the proposed Project and the alternatives by comparing the severity of these significant and unavoidable impacts within each resource area. The ranking is based on the significance determinations for each resource area, as discussed in Chapter 3 of the Recirculated Draft EIR, and reflects differences in the level of impact among the proposed Project and the alternatives.

Table 5-75. Ranking Comparison of the Proposed Project and Alternatives Showing Significant and Unavoidable Impacts After Mitigation.

Resource Area	Proposed Project	No Project Alternative (Alt 1)	Reduced Project Alternative (Alt 2)
Aesthetics	AES-1 (+1)		AES-1 (+1)
Air Quality	AQ-1 (+2) AQ-2 (+2) AQ-4 (+2)	AQ-4 (+2) AQ-7 (+3) AQ-8 (+1)	AQ-1 (+2) AQ-2 (+2) AQ-4 (+1)
Biology			
Cultural	CR-2 (+1)		CR-2 (+1)
Geology and Soils			
Greenhouse Gases	GHG-1 (+2)	GHG-1 (+3), GHG-2 (+1)	GHG-1 (+1)
Hazards and Hazardous Materials			
Land Use	LU-4 (+3)	LU-2 (+1)	LU-4 (+2)
Noise	NOI-6 (+2)		NOI-6 (+2)
Transportation		TRANS-4 (+3)	
Utilities		PS-6 (+1)	
Water Resources			
Total	15	15	12

(+1) = Impacts considered to be somewhat severe.
(+2) = Impacts considered to be moderately severe.
(+3) = Impacts considered to be substantially severe.

As shown in Table 5-75, the Reduced Project Alternative has significant and unavoidable impacts that are less severe when compared to the proposed Project and the No Project Alternative and is therefore, the Environmentally Superior Alternative. The Reduced Project Alternative, by definition, has less activity than the proposed Project because this alternative's operational capacity would be lower. The significant and unavoidable impacts that would be less severe include air quality (less operational emissions), GHG emissions (less operational emissions), and land use (fewer air quality impacts but noise impacts would likely be identical under peak conditions).

Although the proposed Project, Reduced Project and No Project Alternatives have the same number of significant and unavoidable impacts in Table 5-74, Table 5-75 shows their different resource areas and severity levels. In addition, these impacts occur in

different geographic locations: the proposed Project takes into consideration increased activity at the proposed Project site versus reduced activity on the I-710 and in the area of the downtown off-dock railyards. Greater use of rail under the proposed Project is contrasted with continued use of trucks for longer hauls under the Reduced Project and No Project Alternatives. The Environmentally Superior Alternative analysis above is a simplified way to look at these issues, but cannot substitute for a review of the analysis in the EIR itself.

3.2.18 Changes Made to Section 10 References

Section 10.1 Chapter 1 Introduction

Revise 5th reference as follows:

Cambridge Systematics, Inc. and Starboard Alliance Company LLC. 2012. *Transloading of Marine Containers in Southern California, Final Report*. ~~August~~ December 2012.

Section 10.3.2 Section 3.2 Air Quality and Meteorology

Revise reference and insert new references as follows:

Attfield MD, Schleiff PL, Lubin JH, Blair A, Stewart PA, Vermeulen R, Coble JB, Silverman DT. 2012. The Diesel Exhaust in Miners Study: A Nested Case-Control Study of Lung Cancer and Diesel Exhaust. J Natl Cancer Inst.104 (11):1-15.

Benbrahim-Tallaa, L. et al. 2012. Carcinogenicity of Diesel-engine and Gasoline-engine Exhausts and Some Nitroarenes, Lancet Oncology. July 2012. DOI:10.1016/S1

California Air Resources Board (CARB) (1998). Resolution 98-35. August 27, 1998

California Air Resources Board (CARB). 2003a. *Air Resources Board Recommended Interim Risk Management Policy for Inhalation-based Residential Cancer Risk.* California Environmental Protection Agency. October 9, 2003.

California Air Resources Board (CARB). 2003b. Ultrafine Particulate Matter: Public Health Issues and Related Research. January 31, 2003. Website: http://www.arb.ca.gov/research/health/healthup/jan03.pdf

California Air Resources Board (CARB). 2011f. Railyard Health Risk Assessments and Mitigation Measures. Website: http://www.arb.ca.gov/railyard/hra/hra.htm

International Agency for Research on Cancer (IARC) (1989). Volume 46 Diesel and Gasoline Engine Exhaust and some Nitroarenes . IARC Monographs on the Evaluation of Carcinogenic Risks to Humans.

International Agency for Research on Cancer (IARC). 2012. "IARC: Diesel Engine Exhaust Carcinogenic." June.

Port of Oakland (POAK). 2008. "Port of Oakland 2005 Seaport Air Emissions Inventory." March. Website: http://www.portofoakland.com/pdf/airEmissions_Inventory.pdf

Silverman DT, Samanic CM, Lubin JH, Blair AE, Stewart PA, Vermeulen R, Coble JB, Rothman N, Schleiff PL, Travis WD, Ziegler RG, Wacholder S, Attfield MD. 2012. The Diesel Exhaust in Miners Study: A Cohort Mortality Study With Emphasis on Lung Cancer. J Natl Cancer Inst. 104:1-14.

3.2.19 Changes Made to Appendices

Following is a summary of changes made to Appendices C1, C2, and C3 (Air Quality), Appendix F (Noise), and Appendices G1 and G4 (Transportation). Actual revised appendices will be posted on the POLA website website at http://www.portoflosangeles.org/ under the Environment/CEQA EIR Projects tab or will be available on Compact Disk (CD) at the POLA Environmental Management Division, 222 W. 6th Street, Suite 1080, San Pedro, CA 90731.

Tables and figures in Appendices C1 (Criteria Pollutant and GHG Emission Calculations), C2 (Dispersion Modeling of Criteria Pollutants), and C3 (Health Risk Assessment) have all been updated according to the revised No Project Alternative analysis in the FEIR. Changes in emissions are reflected in Hobart-bound trucks and locomotive sources.

The Methodology section of Appendix F (Noise Technical Study) has been revised to provide clarification to the Noise analysis. Revisions are also made under two impact analyses: (1) Traffic Noise tables and discussions are revised for the existing Baseline, the proposed Project, the No Project Alternative, and the Reduced Project Alternative; (2) Nighttime Construction Noise table are updated to include distances to Receivers. Additionally, the Construction Noise Modeling assumptions, input, and output files, and the Operations Noise Modeling input and output files are now included in Appendix F.

In Appendices G1 (Intersection Calculation Sheets), the intersection worksheets for the No Project Alternative have been updated according to the revisions made to the No Project Alternative analysis in the FEIR. Appendix G1 now also provides raw traffic count data as well as a memo detailing the trip-to-lift ratio used in the proposed Project analysis at SCIG. An introduction was added to Appendix G4 (Intermodal Rail Analysis) describing the tables in the Appendix and the methodology used to derive the data in the tables. Also, the line “Draft, Confidential, Attorney-Client Privilege” was removed from all Appendix G4 tables.

Appendix I (Compilation of Attachments from Comment Letters on the Recirculated Draft EIR and Draft EIR) Volume 1 and Volume 2 are added to the FEIR for reference to attachments from public comment letters.