

CONTENTS

Executive Summary	ES-1
ES.1 Introduction	ES-1
ES.2 Purpose of the Draft EIR/EIS	ES-3
ES.2.1 CEQA Introduction	ES-3
ES.2.2 NEPA Introduction.....	ES-5
ES.2.3 CEQA Purpose.....	ES-5
ES.2.4 USACE Purpose and Need.....	ES-6
ES.2.5 Baselines.....	ES-6
ES.3 Proposed Project	ES-7
ES.3.1 Overview	ES-7
ES.3.2 Local Setting	ES-11
ES.3.3 Project Site and Surrounding Uses	ES-11
ES.3.4 Project Construction.....	ES-12
ES.4 Alternatives to the Project	ES-22
ES.4.1 Basis of Alternatives.....	ES-22
ES.4.2 Alternatives Considered.....	ES-23
ES.4.3 Alternatives Eliminated from Further Consideration	ES-33
ES.5 Environmental Impacts	ES-33
ES.5.1 Impacts Not Considered in this Draft EIS/EIR.....	ES-34
ES.5.2 Impacts of the Proposed Project and Alternatives ..	ES-34
ES.5.3 Environmentally Preferred and Environmentally Superior Alternative.....	ES-113
ES.5.4 Public Comment.....	ES-114
ES.5.5 Community Concerns.....	ES-114
ES.5.6 Issues to be Resolved.....	ES-119
ES.5.7 PCAC Issues Raised/Resolution.....	ES-119
Chapter 1 Introduction.....	1-1
1.1 Introduction	1-2
1.2 Background.....	1-2
1.2.1 Project Location and Brief Project Overview	1-2
1.2.2 Goods Movement Overview.....	1-6
1.2.3 Increasing Intermodal Cargo Volumes	1-23
1.2.4 Containerized Cargo Growth and Port Capacity	1-23
1.3 Purposes of an EIS/EIR	1-30
1.3.1 NEPA and the Purpose of an EIS	1-30
1.3.2 CEQA and the Purpose of an EIR	1-30
1.4 Lead, Responsible and Trustee Agencies	1-31
1.5 Scope and Content of the Draft EIS/EIR	1-35
1.5.1 Scope of Analysis.....	1-40
1.5.2 Intended Uses of this Draft EIS/EIR.....	1-42
1.5.3 Draft EIS/EIR Organization	1-44
1.6 Key Principles Guiding Preparation of this Draft EIS/EIR	1-45
1.6.1 Emphasis on Significant Environmental Effects	1-45
1.6.2 Forecasting	1-46

1.6.3	Reliance on Environmental Thresholds and Substantial Evidence	1-46
1.6.4	Disagreement Among Experts	1-46
1.6.5	NEPA and CEQA Baselines.....	1-47
1.6.6	Duty to Mitigate	1-48
1.6.7	Requirements to Evaluate Alternatives	1-49
1.7	Port of Los Angeles Environmental Initiatives.....	1-50
1.7.1	Port Environmental Policy	1-50
1.7.2	Environmental Plans and Programs.....	1-51
1.7.3	Port of Los Angeles Leasing Policy.....	1-57
1.7.4	Port Community Advisory Committee	1-58
1.8	Availability of the Draft EIS/EIR	1-58
Chapter 2	Project Description.....	2-1
2.1	Introduction	2-4
2.2	Background and Project Overview.....	2-4
2.2.1	Port Planning.....	2-4
2.2.2	Project Environmental Review History	2-5
2.2.3	Project Overview	2-6
2.3	Project Purpose and Need.....	2-8
2.3.1	Project Need	2-8
2.3.2	Project Purpose.....	2-10
2.3.3	CEQA Project Objectives	2-10
2.3.4	USACE Purpose and Need.....	2-11
2.4	Project Location and Setting.....	2-11
2.4.1	Regional Setting.....	2-11
2.4.2	Local Setting	2-13
2.4.3	Project Site and Surrounding Uses	2-13
2.4.4	Historical Use of the Project Site.....	2-15
2.5	Proposed Project Development	2-16
2.5.1	Project Elements	2-16
2.5.2	Project Construction	2-28
2.5.3	Proposed Project Operations	2-32
2.6	Analysis Baselines	2-43
2.6.1	CEQA Baseline.....	2-44
2.6.2	NEPA Baseline	2-45
2.7	Federal Scope of Analysis	2-46
2.8	Alternatives	2-48
2.8.1	Alternatives Evaluated in this Draft EIS/EIR	2-48
2.8.2	Alternatives Considered But Not Further Evaluated....	2-58
2.9	Relationship to Existing Statutes, Plans, Policies, and Other Regulatory Requirements	2-71
Chapter 3.0	Environmental Analysis	3-1
3.1	Introduction	3-1
3.2	Terminology Use in the Environmental Analysis.....	3-2
3.3	Requirements to Evaluate Alternatives	3-3
Section 3.1	Aesthetics and Visual Resources	3.1-1
3.1.1	Introduction	3.1-3
3.1.2	Environmental Setting.....	3.1-4
3.1.3	Applicable Regulations	3.1-30
3.1.4	Impacts and Mitigation Measures	3.1-31

3.1.5	Significant Unavoidable Impacts.....	3.1-85
Section 3.2	Air Quality, Meteorology, and Greenhouse Gases	3.2-1
3.2.1	Introduction	3.2-5
3.2.2	Environmental Setting.....	3.2-5
3.2.3	Applicable Regulations	3.2-19
3.2.4	Impacts and Mitigation Measures	3.2-36
3.2.5	Significant Unavoidable Impacts.....	3.2-343
Section 3.3	Biological Resources	3.3-1
3.3.1	Introduction	3.3-3
3.3.2	Environmental Setting.....	3.3-3
3.3.3	Applicable Regulations	3.3-28
3.3.4	Impacts and Mitigation Measures	3.3-31
3.3.5	Significant Unavoidable Impacts.....	3.3-131
Section 3.4	Cultural Resources.....	3.4-1
3.4.1	Introduction	3.4-3
3.4.2	Environmental Setting.....	3.4-3
3.4.3	Applicable Regulations	3.4-12
3.4.4	Impacts and Mitigation Measures	3.4-15
3.4.5	Significant Unavoidable Impacts.....	3.4-41
Section 3.5	Geology	3.5-1
3.5.1	Introduction	3.5-3
3.5.2	Environmental Setting.....	3.5-3
3.5.3	Applicable Regulations	3.5-14
3.5.4	Impacts and Mitigation Measures	3.5-15
3.5.5	Significant Unavoidable Impacts.....	3.5-87
Section 3.6	Ground Transportation	3.6-1
3.6.1	Introduction	3.6-3
3.6.2	Environmental Setting.....	3.6-3
3.6.3	Applicable Regulations	3.6-25
3.6.4	Impacts and Mitigation Measures	3.6-25
3.6.5	Significant Unavoidable Impacts.....	3.6-277
Section 3.7	Groundwater and Soils	3.7-1
3.7.1	Introduction	3.7-4
3.7.2	Environmental Setting.....	3.7-4
3.7.3	Applicable Regulations	3.7-14
3.7.4	Impacts and Mitigation Measures	3.7-15
3.7.5	Significant Unavoidable Impacts.....	3.7-62
Section 3.8	Hazards and Hazardous Materials	3.8-1
3.8.1	Introduction	3.8-3
3.8.2	Environmental Setting.....	3.8-3
3.8.3	Applicable Regulations	3.8-16
3.8.4	Impacts and Mitigation Measures	3.8-19
3.8.5	Significant Unavoidable Impacts.....	3.8-153

Section 3.9	Land Use	3.9-1
3.9.1	Introduction	3.9-2
3.9.2	Environmental Setting.....	3.9-2
3.9.3	Applicable Regulations	3.9-7
3.9.4	Impacts and Mitigation Measures	3.9-18
3.9.5	Significant Unavoidable Impacts.....	3.9-53
Section 3.10	Marine Transportation.....	3.10-1
3.10.1	Introduction	3.10-1
3.10.2	Environmental Setting.....	3.10-2
3.10.3	Applicable Regulations	3.10-12
3.10.4	Impacts and Mitigation Measures	3.10-14
3.10.5	Significant Unavoidable Impacts.....	3.10-34
Section 3.11	Noise.....	3.11-1
3.11.1	Introduction	3.11-3
3.11.2	Environmental Setting.....	3.11-3
3.11.3	Applicable Regulations	3.11-18
3.11.4	Impacts and Mitigation Measures	3.11-20
3.11.5	Significant Unavoidable Impacts.....	3.11-52
Section 3.12	Recreation	3.12-1
3.12.1	Introduction	3.12-3
3.12.2	Environmental Setting.....	3.12-3
3.12.3	Applicable Regulations	3.12-7
3.12.4	Impacts and Mitigation Measures	3.12-9
3.12.5	Significant Unavoidable Impacts.....	3.12-27
Section 3.13	Public Services and Utilities.....	3.13-1
3.13.1	Introduction	3.13-3
3.13.2	Environmental Setting.....	3.13-3
3.13.3	Applicable Regulations	3.13-13
3.13.4	Impacts and Mitigation Measures	3.13-18
3.13.5	Significant Unavoidable Impacts.....	3.13-87
Section 3.14	Water Quality, Sediments, and Oceanography.....	3.14-1
3.14.1	Introduction	3.14-2
3.14.2	Environmental Setting.....	3.14-2
3.14.3	Applicable Regulations	3.14-23
3.14.4	Impacts and Mitigation Measures	3.14-33
3.14.5	Significant Unavoidable Impacts.....	3.14-110
Chapter 4	Cumulative Analysis	4-1
4.1	Introduction	4-2
4.1.1	Requirements for Cumulative Impact Analysis	4-2
4.1.2	Projects Considered in the Cumulative Analysis.....	4-3
4.2	Cumulative Impact Analysis.....	4-27
4.2.1	Aesthetics and Visual Resources.....	4-27
4.2.2	Air Quality Meteorology and Greenhouse Gases.....	4-35
4.2.3	Biological Resources.....	4-48
4.2.4	Cultural Archaeological, and Paleontological Resources.....	4-63
4.2.5	Geology	4-68

	4.2.6	Ground Transportation and Circulation	4-78
	4.2.7	Groundwater and Soils.....	4-111
	4.2.8	Hazards and Hazardous Materials.....	4-116
	4.2.9	Land Use.....	4-127
	4.2.10	Marine Transportation	4-132
	4.2.11	Noise	4-135
	4.2.12	Recreation.....	4-140
	4.2.13	Public Service and Utilities.....	4-142
	4.2.14	Water Quality, Sediments, and Oceanography	4-153
4.3		Alternatives	4-162
	4.3.1	Alternative 1 – No Project	4-162
	4.3.2	Alternative 2 – No Federal Action	4-163
	4.3.3	Alternative 3 – Reduced Project: Four New Cranes ...	4-164
	4.3.4	Alternative 4 – Reduced Project: No New Wharf	4-165
	4.3.5	Alternative 5 – Reduced Project: No Space Assignment	4-166
	4.3.6	Alternative 6 – Proposed Project with Expanded On-Dock Rail Yard	4-167
Chapter 5		Environmental Justice	5-1
	5.1	Background.....	5-2
	5.2	Environmental Setting.....	5-2
	5.3	Applicable Regulations	5-8
	5.4	Assessment	5-13
	5.5	Public Outreach	5-51
Chapter 6		Comparison of Alternatives.....	6-1
	6.1	Introduction	6-2
	6.2	CEQA Evaluation of Alternatives	6-4
		6.2.1 CEQA Requirements.....	6-4
		6.2.2 CEQA Alternatives Comparison.....	6-4
	6.3	NEPA Evaluation of Alternatives.....	6-7
		6.3.1 NEPA Requirements	6-7
		6.3.2 Comparison of NEPA Alternatives	6-9
	6.4	Analysis of Impacts of Alternatives	6-12
		6.4.1 Resources with Significant Unavoidable Impacts	6-13
		6.4.2 Resources with Significant Impacts that can be Mitigated to Less than Significant	6-16
		6.4.3 Resources with Less than Significant Impacts that Can be Further Reduced by Lease Measures or Standard Conditions of Approval	6-17
	6.5	Environmentally Preferred and Superior Alternatives	6-19
Chapter 7		Socioeconomics	7-1
	7.1	Introduction	7-2
	7.2	Environmental Setting.....	7-2
		7.2.1 Socioeconomic Topical Areas.....	7-2
		7.2.2 Environmental Quality and the Role of the Port	7-31
	7.3	Project Effects Related to Socioeconomics	7-32
		7.3.1 Impact Methodology	7-33
		7.3.2 Proposed Project.....	7-39
		7.3.3 Alternative 1 - No Project Alternative	7-48
		7.3.4 Alternative 2 - No Federal Action	7-52

7.3.5	Alternative 3 – Reduced Project: Four New Cranes	7-57
7.3.6	Alternative 4 – Reduced Project: No New Wharf	7-63
7.3.7	Alternative 5 – Reduced Project: No Space Assignment	7-68
7.3.8	Alternative 6 – Proposed Project with Expanded On-Dock Rail.....	7-74
7.3.9	Proposed Project and Alternatives Summary Tables....	7-78
7.3.10	Other Economic Benefits	7-80
Chapter 8	Growth Inducing Impacts	8-1
8.1	Introduction	8-1
8.2	Summary of Growth-Inducing Impacts.....	8-2
8.2.1	Direct Growth-Inducing Impacts.....	8-2
8.2.2	Indirect Growth-Inducing Impacts	8-3
Chapter 9	Significant Irreversible Changes.....	9-1
9-1	Introduction	9-1
9-2	Analysis of Irreversible Changes	9-1
Chapter 10	References	10-1
10.0	Executive Summary	10-1
10.1	Chapter 1 Introduction	10-1
10.2	Chapter 2 Project Description	10-2
10.3	Chapter 3 Environmental Analysis.....	10-24
10.3.1	Aesthetics and Visual Resources.....	10-4
10.3.2	Air Quality and Meteorology.....	10-5
10.3.3	Biological Resources.....	10-11
10.3.4	Cultural Resources.....	10-19
10.3.5	Geology.....	10-21
10.3.6	Ground Transportation	10-24
10.3.7	Groundwater and Soils.....	10-25
10.3.8	Hazard and Hazardous Materials.....	10-26
10.3.9	Land Use.....	10-28
10.3.10	Marine Transportation.....	10-30
10.3.11	Noise.....	10-30
10.3.12	Recreation	10-31
10.3.13	Public Service and Utilities.....	10-31
10.3.14	Water Quality, Sediments and Oceanography.....	10-34
10.4	Chapter 4 Cumulative Impacts Analysis	10-39
10.5	Chapter 5 Environmental Justice	10-43
10.6	Chapter 6 Comparison of Alternatives	10-45
10.7	Chapter 7 Socioeconomics	10-46
10.8	Chapter 8 Growth Inducing Impacts	10-47
10.9	Chapter 9 Significant Irreversible Impacts	10-47
10.10	Chapter 10 References.....	10-47
10.11	Chapter 11 List of Preparers.....	10-48
10.12	Chapter 12 Acronyms	10-48

Chapter 11	List of Preparers and Contributors	11-1
11.1	Los Angeles Harbor Department	11-1
11.2	United States Army Corps of Engineers	11-1
11.3	CDM.....	11-2
11.4	Subconsultant Firms	11-3
Chapter 12	Acronyms and Abbreviations.....	12-1

APPENDICES

- Appendix A: Notice of Intent (NOI)/Notice of Preparation (NOP)
- Appendix B: PCAC Involvement
- Appendix C: Throughput Assumptions
- Appendix C1: Throughput Spreadsheets
- Appendix C2: White Paper on the Terminal Capacity of Pier 300 with the Automation of the 41-acre Backland at Proposed Berth 306
- Appendix D: Aesthetics and Visual Resources Visual Simulation Method and Photograph Collection
- Appendix E: Air Quality, Greenhouse Gases and Health Risk Assessment
- Appendix E1: Construction and Operational Emissions and Greenhouse Gases
- Appendix E2: Air Dispersion Modeling
- Appendix E3: Health Risk Assessment Technical Memorandum
- Appendix F: Essential Fish Habitat Assessment
- Appendix G: Cultural Resources – Results of Section 106 Coordination
- Appendix H: Ground Transportation
- Appendix H1: Traffic Worksheets
- Appendix H2: Grade Crossing Delay Calculation Methodology
Including Mathematical Derivation of Delay Equation
- Appendix I: Environmental Data Resources Radius Map™ Report with GeoCheck®
- Appendix J: Water Supply Assessment
- Appendix K: Final APL Terminal Dredged Material Characterization Study Berths 302-306, Port of Los Angeles, San Pedro, California

TABLES

Table ES-1:	Terminal Throughput	ES-8
Table ES-2:	Summary of Proposed Project and Alternatives at Full Build-out (2027)	ES-24
Table ES-3:	Summary of Proposed Project and Alternatives at Full Build-out (2012-2027)	ES-35
Table ES-4:	Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives	ES-112
Table ES-5:	Proposed Project – Direct and Secondary Construction Employment Over the Two-Year Construction Period.....	ES-112
Table ES-6:	Proposed Project – Net Direct and Secondary Long Term Operations Employment	ES-115
Table 1-1:	Current and Proposed Project Elements for Berths 302-306	1-5
Table 1-2:	Mode Split of Containers Handled at the Ports of Los Angeles and Long Beach in 2008.....	1-23
Table 1-3:	2007 Base Case/Base Share Cargo Demand Forecast, in Millions of TEUs.....	1-25
Table 1-4:	2007 San Pedro Bay Port Complex Cargo Forecast (shown in TEUs)	1-28
Table 1-5:	2009 San Pedro Bay Port Complex Cargo Forecast (shown in TEUs)	1-29
Table 1-6:	Agencies Expected to Use this EIS/EIR	1-32
Table 1-7:	Summary of Key NOI/NOP Comments.....	1-36
Table 1-8:	Organization and Contents of the Draft EIS/EIR	1-44
Table 2-1:	Existing and Projected Berths 302-306 Container Terminal Throughput	2-2
Table 2-2:	Berths 302-306 [APL] Container Terminal Construction Phasing.....	2-29
Table 2-3:	Project Throughput Comparison.....	2-36
Table 2-4:	Summary of Proposed Project and Alternatives at Full Build-out (2027)	2-57
Table 2-5:	Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	2-72
Table 3.1-1:	San Pedro Community Plan Viewpoints	3.1-31
Table 3.1-2:	Visual Modifications Class Definitions	3.1-35
Table 3.1-3:	Summary of AES-5 Impacts for Proposed Project.....	3.1-47
Table 3.1-4:	Summary of AES-5 Impacts for Alternative 3	3.1-58

Table 3.1-5:	Summary of AES-5 Impacts for Alternative 4	3.1-65
Table 3.1-6:	Summary of AES-5 Impacts for Alternative 5	3.1-70
Table 3.1-7:	Summary of AES-5 Impacts for Alternative 6	3.1-76
Table 3.1-8:	Summary Matrix of Potential Impacts and Mitigation Measures Associated with the Proposed Project and Alternatives	3.1-80
Table 3.2-1:	Adverse Effects Associated with the Criteria Pollutants	3.2-7
Table 3.2-2:	Maximum Pollutant Concentrations Measured at the North Long Beach Monitoring Station.....	3.2-10
Table 3.2-3:	CEQA Baseline (July 2008 - June 2009) Average Daily Operational Emissions.....	3.2-16
Table 3.2-4:	CEQA Baseline (July 2008 - June 2009) Peak Daily Operational Emissions	3.2-17
Table 3.2-5:	Annual Operational GHG Emissions – Berths 302-305 Terminal – CEQA Baseline (July 2008 - June 2009).....	3.2-18
Table 3.2-6:	USEPA Emission Standards for Heavy-Duty Diesel Engines, g/bhp hr	3.2-22
Table 3.2-7a:	Regulations and Agreements Assumed in the Unmitigated Construction Emissions	3.2-37
Table 3.2-7b:	Regulations and Agreements Assumed as Part of the Unmitigated Operational Emissions.....	3.2-41
Table 3.2-8a:	Baseline and Forecasted Ship Calls by Ship Size, TEU Throughput, and Daily/Hourly Activity.....	3.2-43
Table 3.2-8b:	Annual and Peak Day CHE Activity and Size Parameters	3.2-46
Table 3.2-8c:	Annual and Peak Day Truck Trips and Operating Hours.....	3.2-49
Table 3.2-8d:	Annual and Peak Day Rail Locomotive Operations.....	3.2-51
Table 3.2-9:	AMP Power Generation	3.2-53
Table 3.2-10:	Annual 2005 Statewide PM and Ozone Health Effects Associated with Ports and Goods Movement in California ^a	3.2-58
Table 3.2-11:	Peak Daily Construction Emissions – NEPA Baseline	3.2-62
Table 3.2-12:	Average Daily Operational Emissions — NEPA Baseline.....	3.2-62
Table 3.2-13:	Peak Daily Operational Emissions — NEPA Baseline	3.2-64
Table 3.2-14:	Greenhouse Gas Construction Emissions - NEPA Baseline	3.2-66
Table 3.2-15:	Annual Operational Greenhouse Gas Emissions – NEPA Baseline	3.2-66
Table 3.2-16:	SCAQMD Thresholds for Construction Emissions	3.2-69
Table 3.2-17:	SCAQMD Thresholds for Ambient Air Quality Concentrations Associated with Project Construction	3.2-70
Table 3.2-18:	SCAQMD Thresholds for Operational Emissions	3.2-71
Table 3.2-19:	SCAQMD Thresholds for Ambient Air Quality Concentrations Associated with Project Operations	3.2-72

Table 3.2-20a:	Peak Daily Emissions Associated with Proposed Project Construction Activities – Proposed Project Without Mitigation	3.2-75
Table 3.2-20b:	Peak Dailya Combined Construction and Operational Emissions Without Mitigation–Proposed Project.....	3.2-76
Table 3.2-21:	Regulations, Agreements, and Mitigation Measures Assumed in the Construction Emissions with Mitigation.....	3.2-77
Table 3.2-22a:	Peak Daily Emissions Associated with Proposed Project Construction Activities – Proposed Project With Mitigation	3.2-81
Table 3.2-22b:	Peak Dailya Combined Construction and Operational Emissions With Mitigation – Proposed Project.....	3.2-82
Table 3.2-23a:	Maximum Off-site Ambient Concentrations –Proposed Project Construction without Mitigation.....	3.2-85
Table 3.2-23b:	Maximum Off-site Ambient Concentrations –Proposed Project Construction and Operations without Mitigation	3.2-86
Table 3.2-24a:	Maximum Off-site Ambient Concentrations –Proposed Project Construction with Mitigation	3.2-87
Table 3.2-24b:	Maximum Off-site Ambient Concentrations –Proposed Project Construction and Operations with Mitigation	3.2-88
Table 3.2-25:	Average Dailya Operational Emissions Without Mitigation – Proposed Project	3.2-90
Table 3.2-26:	Peak Dailya Operational Emissions Without Mitigation – Proposed Project	3.2-94
Table 3.2-27:	Comparison between San Pedro Bay Ports 2010 CAAP Update Control Measures and Proposed Project Mitigation Measures	3.2-101
Table 3.2-28:	Regulations, Agreements, and Mitigation Measures Assumed as Part of the Proposed Project with Mitigation Emissions.....	3.2-106
Table 3.2-29:	Average Dailya Operational Emissions With Mitigation – Proposed Project	3.2-113
Table 3.2-30:	Peak Dailya Operational Emissions With Mitigation – Proposed Project	3.2-116
Table 3.2-31:	Maximum Off-site NO ₂ , SO ₂ , and CO Concentrations Associated with Operation of the Proposed Project without Mitigation	3.2-126
Table 3.2-32:	Maximum Off-site PM10 and PM2.5 Concentrations Associated with Operation of the Proposed Project without Mitigation	3.2-127
Table 3.2-33:	Maximum Off-site NO ₂ Concentration Associated with Operation of the Proposed Project after Mitigation	3.2-128
Table 3.2-34:	Maximum Off-site PM2.5 Concentration Associated with Operation of the Proposed Project after Mitigation.....	3.2-128
Table 3.2-35:	Maximum CO Concentrations at the Ferry St/Terminal Way Intersection – Proposed Project Without Mitigation	3.2-131

Table 3.2-36:	Maximum CO Concentrations at the Seaside Ave/Navy Way Intersection – Proposed Project Without Mitigation	3.2-131
Table 3.2-37a:	Maximum Incremental CEQA Health Impacts Associated With The Proposed Project Without Mitigation, 2012 – 2081	3.2-134
Table 3.2-37b:	Maximum Incremental CEQA Health Impacts Associated With The Proposed Project With Mitigation, 2012 – 2081	3.2-142
Table 3.2-38a:	Maximum Incremental NEPA Health Impacts Associated With The Proposed Project Without Mitigation, 2012 – 2081	3.2-148
Table 3.2-38b:	Maximum Incremental NEPA Health Impacts Associated With The Proposed Project With Mitigation, 2012 – 2081	3.2-149
Table 3.2-39:	Total GHG Emissions from Berth 302-306 Terminal Construction Activities – Proposed Project	3.2-151
Table 3.2-40:	Annual Operational GHG Emissions – Unmitigated Proposed Project	3.2-152
Table 3.2-41:	Project Applicability Review of Potential GHG Emission Reduction Strategies	3.2-155
Table 3.2-42:	Annual Operational GHG Emissions – Mitigated Proposed Project	3.2-157
Table 3.2-43:	Comparison Of Air Quality Impacts Associated With Project Alternatives	3.2-160
Table 3.2-44:	Average Daily Operational Emissions– Alternative 1	3.2-166
Table 3.2-45:	Peak Daily Operational Emissions – Alternative 1.....	3.2-168
Table 3.2-46:	Maximum Off-site NO ₂ , SO ₂ , and CO Concentrations Associated with Operation of Alternative 1	3.2-171
Table 3.2-47:	Maximum Off-site PM10 and PM2.5 Concentrations Associated with Operation of the Alternative 1	3.2-171
Table 3.2-48:	Annual Operational GHG Emissions – Alternative 1 (No Project Alternative).....	3.2-176
Table 3.2-49:	Average Daily Operational Emissions without Mitigation – Alternative 2.....	3.2-182
Table 3.2-50:	Peak Daily Operational Emissions without Mitigation – Alternative 2.....	3.2-184
Table 3.2-51:	Maximum Off-site NO ₂ , SO ₂ , and CO Concentrations Associated with Operation of Alternative 2 without Mitigation	3.2-188
Table 3.2-52:	Maximum Off-site PM10 and PM2.5 Concentrations Associated with Operation of the Alternative 2 without Mitigation	3.2-188
Table 3.2-53:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 2 Without Mitigation, 2012 – 2081 ...	3.2-192
Table 3.2-54:	Total GHG Emissions from Berth 302-306 Terminal Construction Activities – Alternative 2.....	3.2-195
Table 3.2-55:	Annual Operational GHG Emissions – Alternative 2 (No Federal Action Alternative).....	3.2-196

Table 3.2-56:	Average Daily Operational Emissions Without Mitigation – Alternative 3.....	3.2-202
Table 3.2-57:	Peak Daily Operational Emissions Without Mitigation – Alternative 3.....	3.2-206
Table 3.2-58:	Average Daily Operational Emissions With Mitigation – Alternative 3.....	3.2-211
Table 3.2-59:	Peak Daily Operational Emissions With Mitigation – Alternative 3.....	3.2-214
Table 3.2-60:	Maximum Off-site NO ₂ , SO ₂ , and CO Concentrations Associated with Operation of Alternative 3 without Mitigation	3.2-217
Table 3.2-61:	Maximum Off-site PM10 and PM2.5 Concentrations Associated with Operation of Alternative 3	3.2-218
Table 3.2-62:	Maximum Off-site NO ₂ Concentration Associated with Operation of Alternative 3 with Mitigation	3.2-219
Table 3.2-63:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 3 Without Mitigation, 2012 – 2081 ...	3.2-222
Table 3.2-64:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 3 With Mitigation, 2012 – 2081	3.2-223
Table 3.2-65:	Total GHG Emissions from Berth 302-306 Terminal Construction Activities – Alternative 3	3.2-224
Table 3.2-66:	Annual Operational GHG Emissions – Alternative 3 without Mitigation	3.2-226
Table 3.2-67:	Annual Operational GHG Emissions – Alternative 3 with Mitigation	3.2-228
Table 3.2-68:	Average Daily Operational Emissions Without Mitigation – Alternative 4.....	3.2-233
Table 3.2-69:	Peak Daily Operational Emissions Without Mitigation – Alternative 4.....	3.2-237
Table 3.2-70:	Average Daily Operational Emissions With Mitigation – Alternative 4.....	3.2-240
Table 3.2-71:	Peak Daily Operational Emissions With Mitigation – Alternative 4.....	3.2-243
Table 3.2-72:	Maximum Off-site NO ₂ , SO ₂ , and CO Concentrations Associated with Operation of Alternative 4 without Mitigation	3.2-246
Table 3.2-73:	Maximum Off-site PM10 and PM2.5 Concentrations Associated with Operation of the Alternative 4.....	3.2-246
Table 3.2-74:	Maximum Off-site NO ₂ Concentration Associated with Operation of Alternative 4 With Mitigation	3.2-248
Table 3.2-75:	Maximum Off-site PM2.5 Concentration Associated with Operation of Alternative 4 With Mitigation	3.2-248
Table 3.2-76:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 4 Without Mitigation, 2012 – 2081 ...	3.2-251

Table 3.2-77:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 4 With Mitigation, 2012 – 2081	3.2-252
Table 3.2-78:	Total GHG Emissions from Berth 302-306 Terminal Construction Activities – Alternative 4	3.2-254
Table 3.2-79:	Annual Operational GHG Emissions – Alternative 4 – Without Mitigation	3.2-255
Table 3.2-80:	Annual Operational GHG Emissions – Alternative 4 With Mitigation	3.2-258
Table 3.2-81:	Average Daily Operational Emissions Without Mitigation – Alternative 5.....	3.2-264
Table 3.2-82:	Peak Daily Operational Emissions Without Mitigation – Alternative 5.....	3.2-268
Table 3.2-83:	Average Daily Operational Emissions With Mitigation – Alternative 5.....	3.2-272
Table 3.2-84:	Peak Daily Operational Emissions With Mitigation – Alternative 5.....	3.2-275
Table 3.2-85:	Maximum Off-site NO ₂ , SO ₂ , and CO Concentrations Associated with Operation of Alternative 5 without Mitigation	3.2-278
Table 3.2-86:	Maximum Off-site PM10 and PM2.5 Concentrations Associated with Operation of Alternative 5 without Mitigation.....	3.2-279
Table 3.2-87:	Maximum Off-site NO ₂ Concentration Associated with Operation of Alternative 5 With Mitigation	3.2-280
Table 3.2-88:	Maximum Off-site PM2.5 Concentration Associated with Operation of Alternative 5 With Mitigation	3.2-280
Table 3.2-89:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 5 Without Mitigation, 2012 – 2081 ...	3.2-283
Table 3.2-90:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 5 With Mitigation, 2012 – 2081	3.2-285
Table 3.2-91:	Annual Operational GHG Emissions – Alternative 5 Without Mitigation	3.2-286
Table 3.2-92:	Annual Operational GHG Emissions – Alternative 5 with Mitigation	3.2-289
Table 3.2-93:	Average Daily Operational Emissions Without Mitigation – Alternative 6.....	3.2-295
Table 3.2-94:	Peak Daily Operational Emissions Without Mitigation – Alternative 6.....	3.2-299
Table 3.2-95:	Average Daily Operational Emissions With Mitigation – Alternative 6.....	3.2-303
Table 3.2-96:	Peak Daily Operational Emissions With Mitigation – Alternative 6.....	3.2-306
Table 3.2-97:	Maximum Off-site NO ₂ , SO ₂ , and CO Concentrations Associated with Operation of Alternative 6 without Mitigation	3.2-309

Table 3.2-98:	Maximum Off-site PM10 and PM2.5 Concentrations Associated with Operation of the Alternative 6 without Mitigation.....	3.2-310
Table 3.2-99:	Maximum Off-site NO ₂ Concentration Associated with Operation of Alternative 6 With Mitigation	3.2-311
Table 3.2-100:	Maximum Off-site PM2.5 Concentration Associated with Operation of Alternative 6 With Mitigation	3.2-311
Table 3.2-101:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 6 Without Mitigation, 2012 – 2081 ...	3.2-314
Table 3.2-102:	Maximum Incremental CEQA and NEPA Health Impacts Associated With Alternative 6 With Mitigation, 2012 – 2081	3.2-316
Table 3.2-103:	Annual Operational GHG Emissions – Alternative 6 without Mitigation	3.2-317
Table 3.2-104:	Annual Operational GHG Emissions – Alternative 6 with Mitigation	3.2-320
Table 3.2-105:	Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality and Greenhouse Gases Associated with the Proposed Project and Alternatives	3.2-324
Table 3.3-1:	Plant Species Observed in the 41-acre Backlands Area, January 2010	3.3-7
Table 3.3-2:	Plant Species Observed Adjacent to the Northeast Corner of the Proposed Project Site (Triangular Habitat), January 2010	3.3-7
Table 3.3-3:	Threatened and Endangered Bird Species in the Proposed Project Area.....	3.3-13
Table 3.3-4:	Special Status Bird Species (Designated by CDFG and USFWS) in the Proposed Project Area.....	3.3-15
Table 3.3-5:	Managed Fish/invertebrate Species Most Likely to Occur off Pier 300 in Los Angeles Harbor Based on Past Occurrences	3.3-25
Table 3.3-6:	Summary Matrix of Potential Impacts and Mitigation Measures for Biological Resources Associated with the Proposed Project and Alternatives.....	3.3-120
Table 3.4-1:	Summary Matrix of Potential Impacts and Mitigation Measures for Cultural Resources Associated with the Proposed Project and Alternatives.....	3.4-37
Table 3.5-1:	Earthquakes with Magnitude Greater than 5.5 in the LA Basin Area	3.5-7
Table 3.5-2:	Hazardous Faults and Maximum Magnitudes — Los Angeles Basin Area	3.5-8
Table 3.5-3:	Sea Level Rise Projections Using 2000 as the Baseline	3.5-12
Table 3.5-4:	Summary Matrix of Potential Impacts and Mitigation Measures for Geology Associated with the Proposed Project and Alternatives	3.5-78
Table 3.6-1:	Level of Service Criteria—Signalized Intersections	3.6-11
Table 3.6-2:	Freeway CMP Level of Service Criteria.....	3.6-13

Contents	Los Angeles Harbor Department
Table 3.6-3: Baseline Intersection Level of Service.....	3.6-14
Table 3.6-4: Baseline Freeway Level of Service.....	3.6-15
Table 3.6-5: Baseline Transit Service.....	3.6-17
Table 3.6-6: Average Train Volumes by Segment of Track (July 2008 to June 2009).....	3.6-24
Table 3.6-7: Threshold of Significance	3.6-30
Table 3.6-8: Hourly Factors Applied to Average Daily Traffic (ADT), by County.....	3.6-30
Table 3.6-9: Time Periods of the Day	3.6-32
Table 3.6-10: Alameda Corridor Train Volume by Time of Day, 2010	3.6-32
Table 3.6-11: BNSF Train Volume at Highgrove in Riverside County by Time of Day, 2010	3.6-33
Table 3.6-12: Project Train Volumes, CEQA Baseline and Proposed Project 2027.....	3.6-33
Table 3.6-13: Difference between 2027 Project Train Counts per Day and Existing (CEQA baseline) APL Terminal Train Counts per Day	3.6-34
Table 3.6-14: Thresholds of Significance for At-Grade Crossings.....	3.6-45
Table 3.6-15: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Proposed Project Construction	3.6-49
Table 3.6-16: Intersection Level of Service Analysis – Future 2012 CEQA Baseline vs. 2012 Proposed Project Construction.....	3.6-50
Table 3.6-17: Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Proposed Project Construction	3.6-52
Table 3.6-18: Trip Generation Analysis Assumptions and Input Data for Berths 302 306	3.6-53
Table 3.6-19: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Proposed Project.....	3.6-55
Table 3.6-20: Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Proposed Project.....	3.6-56
Table 3.6-21: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Proposed Project.....	3.6-57
Table 3.6-22: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Proposed Project.....	3.6-58
Table 3.6-23: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Proposed Project.....	3.6-59
Table 3.6-24: Intersection Level of Service Analysis – 2020 CEQA Baseline vs. 2020 Proposed Project With Mitigation	3.6-60
Table 3.6-25: Intersection Level of Service Analysis – 2025 CEQA Baseline vs. 2025 Proposed Project With Mitigation	3.6-60
Table 3.6-26: Intersection Level of Service Analysis – 2027 CEQA Baseline vs. 2027 Proposed Project With Mitigation	3.6-60

Table 3.6-27:	Trip Generation Analysis Assumptions and Input Data for Berths 302-306	3.6-61
Table 3.6-28:	Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Proposed Project.....	3.6-63
Table 3.6-29:	Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Proposed Project.....	3.6-64
Table 3.6-30:	Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Proposed Project.....	3.6-65
Table 3.6-31:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Proposed Project.....	3.6-66
Table 3.6-32:	Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Proposed Project With Mitigation	3.6-67
Table 3.6-33:	Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Proposed Project With Mitigation	3.6-67
Table 3.6-34:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Proposed Project With Mitigation	3.6-67
Table 3.6-35:	NOP CEQA Baseline vs. Proposed Project Freeway Analysis – AM Peak Hour	3.6-70
Table 3.6-36:	NOP CEQA Baseline vs. Proposed Project Freeway Analysis – PM Peak Hour	3.6-70
Table 3.6-37:	Future 2012 CEQA Baseline vs. 2012 Proposed Project Construction Freeway Analysis – AM Peak Hour	3.6-71
Table 3.6-38:	Future 2012 CEQA Baseline vs. 2012 Proposed Project Construction Freeway Analysis – PM Peak Hour	3.6-71
Table 3.6-39:	Future 2015 CEQA Baseline vs. 2015 Proposed Project Freeway Analysis – AM Peak Hour	3.6-72
Table 3.6-40:	Future 2015 CEQA Baseline vs. 2015 Proposed Project Freeway Analysis – PM Peak Hour	3.6-72
Table 3.6-41:	Future 2020 CEQA Baseline vs. 2020 Proposed Project Freeway Analysis – AM Peak Hour	3.6-73
Table 3.6-42:	Future 2020 CEQA Baseline vs. 2020 Proposed Project Freeway Analysis – PM Peak Hour	3.6-73
Table 3.6-43:	Future 2025 CEQA Baseline vs. 2025 Proposed Project Freeway Analysis – AM Peak Hour	3.6-74
Table 3.6-44:	Future 2025 CEQA Baseline vs. 2025 Proposed Project Freeway Analysis – PM Peak Hour	3.6-74
Table 3.6-45:	Future 2027 CEQA Baseline vs. 2027 Proposed Project Freeway Analysis – AM Peak Hour	3.6-75
Table 3.6-46:	Future 2027 CEQA Baseline vs. 2027 Proposed Project Freeway Analysis – PM Peak Hour	3.6-75
Table 3.6-47:	2012 NEPA Baseline vs. 2012 Proposed Project Construction Freeway Analysis – AM Peak Hour	3.6-77

Table 3.6-48:	2012 NEPA Baseline vs. 2012 Proposed Project Construction Freeway Analysis – PM Peak Hour	3.6-77
Table 3.6-49:	2015 NEPA Baseline vs. 2015 Proposed Project Freeway Analysis – AM Peak Hour	3.6-78
Table 3.6-50:	2015 NEPA Baseline vs. 2015 Proposed Project Freeway Analysis – PM Peak Hour	3.6-78
Table 3.6-51:	2020 NEPA Baseline vs. 2020 Proposed Project Freeway Analysis – AM Peak Hour	3.6-79
Table 3.6-52:	2020 NEPA Baseline vs. 2020 Proposed Project Freeway Analysis – PM Peak Hour	3.6-79
Table 3.6-53:	2025 NEPA Baseline vs. 2025 Proposed Project Freeway Analysis – AM Peak Hour	3.6-80
Table 3.6-54:	2025 NEPA Baseline vs. 2025 Proposed Project Freeway Analysis – PM Peak Hour	3.6-80
Table 3.6-55:	2027 NEPA Baseline vs. 2027 Proposed Project Freeway Analysis – AM Peak Hour	3.6-81
Table 3.6-56:	2027 NEPA Baseline vs. 2027 Proposed Project Freeway Analysis – PM Peak Hour	3.6-81
Table 3.6-57:	BNSF San Bernardino Subdivision, from Hobart Yard to San Bernardino, Project Impacts Relative to FY 2009 Baseline*	3.6-84
Table 3.6-58:	BNSF Cajon Subdivision from San Bernardino to Barstow, Project Impacts Relative to FY 2009 Baseline*	3.6-88
Table 3.6-59:	UP Alhambra Subdivision from Los Angeles Transportation Center (LATC) to Colton Crossing (Excluding Segment That is Combined with UP LA Subdivision), Project Impacts Relative to FY 2009 Baseline*	3.6-89
Table 3.6-60:	UP Los Angeles Subdivision from East Los Angeles Yard to West Riverside Junction (Excluding Segment That is Combined with UP Alhambra Subdivision), Project Impacts Relative to FY 2009 Baseline*	3.6-92
Table 3.6-61:	Combined UP Alhambra and LA Subdivisions in Pomona and Montclair Area, Project Impacts Relative to FY 2009 Baseline*	3.6-95
Table 3.6-62:	UP Yuma Subdivision from Colton Crossing to Indio, Project Impacts Relative to FY 2009 Baseline*	3.6-96
Table 3.6-63:	Trip Generation Analysis Assumptions and Input Data for Berths 302 306	3.6-99
Table 3.6-64:	Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 1 (No Project)	3.6-101
Table 3.6-65:	Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Alternative 1 (No Project)	3.6-102
Table 3.6-66:	Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Alternative 1 (No Project)	3.6-103
Table 3.6-67:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 1 (No Project)	3.6-104

Table 3.6-68:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 1 (No Project)	3.6-105
Table 3.6-69:	NOP CEQA Baseline vs. Alternative 1 (No Project) Freeway Analysis – AM Peak Hour	3.6-108
Table 3.6-70:	NOP CEQA Baseline vs. Alternative 1 (No Project) Freeway Analysis – PM Peak Hour	3.6-108
Table 3.6-71:	Future 2015 CEQA Baseline vs. 2015 Alternative 1 (No Project) Freeway Analysis – AM Peak Hour	3.6-109
Table 3.6-72:	Future 2015 CEQA Baseline vs. 2015 Alternative 1 (No Project) Freeway Analysis – PM Peak Hour	3.6-109
Table 3.6-73:	Future 2020 CEQA Baseline vs. 2020 Alternative 1 (No Project) Freeway Analysis – AM Peak Hour	3.6-110
Table 3.6-74:	Future 2020 CEQA Baseline vs. 2020 Alternative 1 (No Project) Freeway Analysis – PM Peak Hour	3.6-110
Table 3.6-75:	Future 2025 CEQA Baseline vs. 2025 Alternative 1 (No Project) Freeway Analysis – AM Peak Hour	3.6-111
Table 3.6-76:	Future 2025 CEQA Baseline vs. 2025 Alternative 1 (No Project) Freeway Analysis – PM Peak Hour	3.6-111
Table 3.6-77:	Future 2027 CEQA Baseline vs. 2027 Alternative 1 (No Project) Freeway Analysis – AM Peak Hour	3.6-112
Table 3.6-78:	Future 2027 CEQA Baseline vs. 2027 Alternative 1 (No Project) Freeway Analysis – PM Peak Hour	3.6-112
Table 3.6-79:	Trip Generation Analysis Assumptions and Input Data for Berths 302 306	3.6-115
Table 3.6-80:	Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 2 (No Federal Action)	3.6-117
Table 3.6-81:	Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Alternative 2 (No Federal Action)	3.6-118
Table 3.6-82:	Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Alternative 2 (No Federal Action)	3.6-119
Table 3.6-83:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 2 (No Federal Action)	3.6-120
Table 3.6-84:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 2 (No Federal Action)	3.6-121
Table 3.6-85:	Intersection Level of Service Analysis – 2027 CEQA Baseline vs. 2027 Alternative 2 (No Federal Action) With Mitigation	3.6-122
Table 3.6-86:	NOP CEQA Baseline vs. Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour	3.6-125
Table 3.6-87:	NOP CEQA Baseline vs. Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour	3.6-125
Table 3.6-88:	Future 2015 CEQA Baseline vs. 2015 Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour	3.6-126

Table 3.6-89:	Future 2015 CEQA Baseline vs. 2015 Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour	3.6-126
Table 3.6-90:	Future 2020 CEQA Baseline vs. 2020 Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour	3.6-127
Table 3.6-91:	Future 2020 CEQA Baseline vs. 2020 Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour	3.6-127
Table 3.6-92:	Future 2025 CEQA Baseline vs. 2025 Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour	3.6-128
Table 3.6-93:	Future 2025 CEQA Baseline vs. 2025 Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour	3.6-128
Table 3.6-94:	Future 2027 CEQA Baseline vs. 2027 Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour	3.6-129
Table 3.6-95:	Future 2027 CEQA Baseline vs. 2027 Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour	3.6-129
Table 3.6-96:	Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 3 (Reduced Project: Four New Cranes)	3.6-132
Table 3.6-97:	Intersection Level of Service Analysis – Future 2012 CEQA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction.....	3.6-133
Table 3.6-98:	Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction.....	3.6-135
Table 3.6-99:	Trip Generation Analysis Assumptions and Input Data for Berths 302 306	3.6-136
Table 3.6-100:	Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 3 (Reduced Project: Four New Cranes)	3.6-138
Table 3.6-101:	Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Alternative 3 (Reduced Project: Four New Cranes)	3.6-139
Table 3.6-102:	Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes)	3.6-140
Table 3.6-103:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 3 - Reduced Project: Four New Cranes	3.6-141
Table 3.6-104:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes)	3.6-142
Table 3.6-105:	Intersection Level of Service Analysis – 2025 CEQA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) With Mitigation	3.6-143
Table 3.6-106:	Intersection Level of Service Analysis – 2027 CEQA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) With Mitigation	3.6-143

Table 3.6-107:	Trip Generation Analysis Assumptions and Input Data for Berths 302-306	3.6-144
Table 3.6-108:	Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Alternative 3 (Reduced Project: Four New Cranes)	3.6-146
Table 3.6-109:	Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes)	3.6-147
Table 3.6-110:	Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes)	3.6-148
Table 3.6-111:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes)	3.6-149
Table 3.6-112 :	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes)	3.6-150
Table 3.6-113:	NOP CEQA Baseline vs. Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour	3.6-153
Table 3.6-114:	NOP CEQA Baseline vs. Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour	3.6-153
Table 3.6-115:	Future 2012 CEQA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction Freeway Analysis – AM Peak Hour	3.6-154
Table 3.6-116:	Future 2012 CEQA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction Freeway Analysis – PM Peak Hour	3.6-154
Table 3.6-117:	Future 2015 CEQA Baseline vs. 2015 Alternative 3 - Reduced Project: Four New Cranes Freeway Analysis – AM Peak Hour....	3.6-155
Table 3.6-118:	Future 2015 CEQA Baseline vs. 2015 Alternative 3 - Reduced Project: Four New Cranes Freeway Analysis – PM Peak Hour....	3.6-155
Table 3.6-119:	Future 2020 CEQA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour...3.6-156	
Table 3.6-120:	Future 2020 CEQA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour...3.6-156	
Table 3.6-121:	Future 2025 CEQA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour...3.6-157	
Table 3.6-122:	Future 2025 CEQA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour..3.6-157	
Table 3.6-123:	Future 2027 CEQA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour...3.6-158	
Table 3.6-124:	Future 2027 CEQA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour...3.6-158	
Table 3.6-125:	2012 NEPA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction Freeway Analysis – AM Peak Hour	3.6-160
Table 3.6-126:	2012 NEPA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction Freeway Analysis – PM Peak Hour	3.6-160

Table 3.6-127:	2015 NEPA Baseline vs. 2015 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour.....	3.6-161
Table 3.6-128:	2015 NEPA Baseline vs. 2015 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour.....	3.6-161
Table 3.6-129:	2020 NEPA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour.....	3.6-162
Table 3.6-130:	2020 NEPA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour.....	3.6-162
Table 3.6-131:	2025 NEPA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour.....	3.6-163
Table 3.6-132:	2025 NEPA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour.....	3.6-163
Table 3.6-133:	2027 NEPA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour.....	3.6-164
Table 3.6-134:	2027 NEPA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour.....	3.6-164
Table 3.6-135:	Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 4 (Reduced Project: No New Wharf) Construction.....	3.6-167
Table 3.6-136:	Intersection Level of Service Analysis – Future 2012 CEQA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction.....	3.6-168
Table 3.6-137:	Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction.....	3.6-170
Table 3.6-138:	Trip Generation Analysis Assumptions and Input Data for Berths 302 306	3.6-171
Table 3.6-139:	Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 4 (Reduced Project: No New Wharf).....	3.6-173
Table 3.6-140:	Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf).....	3.6-174
Table 3.6-141:	Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf).....	3.6-175
Table 3.6-142:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf).....	3.6-176
Table 3.6-143:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf)	3.6-177
Table 3.6-144:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) With Mitigation.	3.6-178

Table 3.6-145:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) With Mitigation	3.6-178
Table 3.6-146:	Trip Generation Analysis Assumptions and Input Data for Berths 302- 306	3.6-179
Table 3.6-147:	Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf).....	3.6-181
Table 3.6-148:	Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf).....	3.6-182
Table 3.6-149:	Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf).....	3.6-183
Table 3.6-150:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf).....	3.6-184
Table 3.6-151:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) With Mitigation	3.6-185
Table 3.6-152:	NOP CEQA Baseline vs. Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour	3.6-188
Table 3.6-153:	NOP CEQA Baseline vs. Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour	3.6-188
Table 3.6-154:	Future 2012 CEQA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction Freeway Analysis – AM Peak Hour.....	3.6-189
Table 3.6-155:	Future 2012 CEQA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction Freeway Analysis – PM Peak Hour.....	3.6-189
Table 3.6-156:	Future 2015 CEQA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour	3.6-190
Table 3.6-157:	Future 2015 CEQA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour	3.6-190
Table 3.6-158:	Future 2020 CEQA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour	3.6-191
Table 3.6-159:	Future 2020 CEQA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour	3.6-191
Table 3.6-160:	Future 2025 CEQA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour	3.6-192
Table 3.6-161:	Future 2025 CEQA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour	3.6-192
Table 3.6-162:	Future 2027 CEQA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour	3.6-193
Table 3.6-163:	Future 2027 CEQA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour	3.6-193

Table 3.6-164:	2012 NEPA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction Freeway Analysis – AM Peak Hour	3.6-195
Table 3.6-165:	2012 NEPA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction Freeway Analysis – PM Peak Hour	3.6-195
Table 3.6-166:	2015 NEPA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour.....	3.6-196
Table 3.6-167:	2015 NEPA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour.....	3.6-196
Table 3.6-168:	2020 NEPA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf) Fwy Analysis – AM Peak Hour.....	3.6-197
Table 3.6-169:	2020 NEPA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf) Fwy Analysis – PM Peak Hour.....	3.6-197
Table 3.6-170:	2025 NEPA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour.....	3.6-198
Table 3.6-171:	2025 NEPA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour.....	3.6-198
Table 3.6-172:	2027 NEPA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour.....	3.6-199
Table 3.6-173:	2027 NEPA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour.....	3.6-199
Table 3.6-174:	Intersection Level of Service Analysis –NOP CEQA Baseline vs. Alternative 5 (Reduced Project: No Space Assignment) Construction.....	3.6-202
Table 3.6-175:	Intersection Level of Service Analysis – Future 2012 CEQA Baseline vs. 2012 Reduced Project (No Space Assignment) Construction.....	3.6-203
Table 3.6-176:	Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Alternative 5 (Reduced Project: No Space Assignment) Construction.....	3.6-205
Table 3.6-177:	Trip Generation Analysis Assumptions and Input Data for Berths 302 306	3.6-206
Table 3.6-178:	Intersection Level of Service Analysis –NOP CEQA Baseline vs. Alternative 5 (Reduced Project: No Space Assignment).....	3.6-208
Table 3.6-179:	Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Reduced Project (No Space Assignment).....	3.6-209
Table 3.6-180:	Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Reduced Project (No Space Assignment).....	3.6-210
Table 3.6-181:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Reduced Project (No Space Assignment).....	3.6-211
Table 3.6-182:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Reduced Project (No Space Assignment).....	3.6-212

Table 3.6-183:	Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Reduced Project (No Space Assignment) With Mitigation	3.6-213
Table 3.6-184:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Reduced Project (No Space Assignment) With Mitigation	3.6-213
Table 3.6-185:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Reduced Project (No Space Assignment) With Mitigation	3.6-213
Table 3.6-186:	Trip Generation Analysis Assumptions and Input Data for Berths 302-306	3.6-214
Table 3.6-187:	Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Alternative 5 (Reduced Project: No Space Assignment).....	3.6-216
Table 3.6-188:	Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 5 (Reduced Project: No Space Assignment).....	3.6-217
Table 3.6-189:	Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 5 (Reduced Project: No Space Assignment).....	3.6-218
Table 3.6-190:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 5 (Reduced Project: No Space Assignment).....	3.6-219
Table 3.6-191:	Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 5 (Reduced Project: No Space Assignment) With Mitigation	3.6-220
Table 3.6-192:	Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 5 (Reduced Project: No Space Assignment) With Mitigation.	3.6-220
Table 3.6-193:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 5 (Reduced Project: No Space Assignment) With Mitigation	3.6-220
Table 3.6-194:	NOP CEQA Baseline vs. Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour	3.6-223
Table 3.6-195:	NOP CEQA Baseline vs. Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour	3.6-223
Table 3.6-196:	Future 2012 CEQA Baseline vs. 2012 Reduced Project (No New Wharf) Construction Freeway Analysis – AM Peak Hour.....	3.6-224
Table 3.6-197:	Future 2012 CEQA Baseline vs. 2012 Reduced Project (No New Wharf) Construction Freeway Analysis – PM Peak Hour.....	3.6-224
Table 3.6-198:	Future 2015 CEQA Baseline vs. 2015 Reduced Project (No New Wharf) Freeway Analysis – AM Peak Hour	3.6-225

Table 3.6-199:	Future 2015 CEQA Baseline vs. 2015 Reduced Project (No New Wharf) Freeway Analysis – PM Peak Hour	3.6-225
Table 3.6-200:	Future 2020 CEQA Baseline vs. 2020 Reduced Project (No New Wharf) Freeway Analysis – AM Peak Hour	3.6-226
Table 3.6-201:	Future 2020 CEQA Baseline vs. 2020 Reduced Project (No New Wharf) Freeway Analysis – PM Peak Hour	3.6-226
Table 3.6-202:	Future 2025 CEQA Baseline vs. 2025 Reduced Project (No New Wharf) Freeway Analysis – AM Peak Hour	3.6-227
Table 3.6-203:	Future 2025 CEQA Baseline vs. 2025 Reduced Project (No New Wharf) Freeway Analysis – PM Peak Hour	3.6-227
Table 3.6-204:	Future 2027 CEQA Baseline vs. 2027 Reduced Project (No New Wharf) Freeway Analysis – AM Peak Hour	3.6-228
Table 3.6-205:	Future 2027 CEQA Baseline vs. 2027 Reduced Project (No New Wharf) Freeway Analysis – PM Peak Hour	3.6-228
Table 3.6-206:	2012 NEPA Baseline vs. 2012 Alternative 5 (Reduced Project: No Space Assignment) Construction Freeway Analysis – AM Peak Hour	3.6-230
Table 3.6-207:	2012 NEPA Baseline vs. 2012 Alternative 5 (Reduced Project: No Space Assignment) Construction Freeway Analysis – PM Peak Hour	3.6-230
Table 3.6-208:	2015 NEPA Baseline vs. 2015 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour	3.6-231
Table 3.6-209:	2015 NEPA Baseline vs. 2015 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour	3.6-231
Table 3.6-210:	2020 NEPA Baseline vs. 2020 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour	3.6-232
Table 3.6-211:	2020 NEPA Baseline vs. 2020 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour	3.6-232
Table 3.6-212:	2025 NEPA Baseline vs. 2025 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour	3.6-233
Table 3.6-213:	2025 NEPA Baseline vs. 2025 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour	3.6-233
Table 3.6-214:	2027 NEPA Baseline vs. 2027 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour	3.6-234
Table 3.6-215:	2027 NEPA Baseline vs. 2027 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour	3.6-234
Table 3.6-216:	Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Construction	3.6-237
Table 3.6-217:	Intersection Level of Service Analysis – Adjusted 2012 CEQA Baseline vs. 2012 Proposed Project with Expanded On-Dock Railyard Construction	3.6-238

Table 3.6-218:	Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Construction	3.6-240
Table 3.6-219:	Trip Generation Analysis Assumptions and Input Data for Berths 302 306	3.6-241
Table 3.6-220:	Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 6 (Proposed Project with Expanded On-Dock Railyard)	3.6-243
Table 3.6-221:	Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Proposed Project with Expanded On-Dock Railyard.....	3.6-244
Table 3.6-222:	Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Proposed Project with Expanded On-Dock Railyard.....	3.6-245
Table 3.6-223:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Proposed Project with Expanded On-Dock Railyard.....	3.6-246
Table 3.6-224:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Proposed Project with Expanded On-Dock Railyard.....	3.6-247
Table 3.6-225:	Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Proposed Project with Expanded On-Dock Railyard With Mitigation	3.6-248
Table 3.6-226:	Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Proposed Project with Expanded On-Dock Railyard With Mitigation	3.6-248
Table 3.6-227:	Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Proposed Project with Expanded On-Dock Railyard With Mitigation	3.6-248
Table 3.6-228:	Trip Generation Analysis Assumptions and Input Data for Berths 302-306	3.6-249
Table 3.6-229:	Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)	3.6-251
Table 3.6-230:	Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)	3.6-252
Table 3.6-231:	Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)	3.6-253
Table 3.6-232:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)	3.6-254

Table 3.6-233 :	Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) With Mitigation.....	3.6-255
Table 3.6-234:	Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)	3.6-255
Table 3.6-235:	Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)	3.6-255
Table 3.6-236:	NOP CEQA Baseline vs. Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour	3.6-258
Table 3.6-237:	NOP CEQA Baseline vs. Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour	3.6-258
Table 3.6-238:	Future 2012 CEQA Baseline vs. 2012 Proposed Project with Expanded On-Dock Railyard Construction Freeway Analysis – AM Peak Hour	3.6-259
Table 3.6-239:	Future 2012 CEQA Baseline vs. 2012 Proposed Project with Expanded On-Dock Railyard Construction Freeway Analysis – PM Peak Hour	3.6-259
Table 3.6-240:	Future 2015 CEQA Baseline vs. 2015 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – AM Peak Hour	3.6-260
Table 3.6-241:	Future 2015 CEQA Baseline vs. 2015 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – PM Peak Hour	3.6-260
Table 3.6-242:	Future 2020 CEQA Baseline vs. 2020 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – AM Peak Hour	3.6-261
Table 3.6-243:	Future 2020 CEQA Baseline vs. 2020 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – PM Peak Hour	3.6-261
Table 3.6-244:	Future 2025 CEQA Baseline vs. 2025 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – AM Peak Hour	3.6-262
Table 3.6-245:	Future 2025 CEQA Baseline vs. 2025 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – PM Peak Hour	3.6-262
Table 3.6-246:	Future 2027 CEQA Baseline vs. 2027 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – AM Peak Hour	3.6-263
Table 3.6-247:	Future 2027 CEQA Baseline vs. 2027 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – PM Peak Hour	3.6-263

Table 3.6-248:	2012 NEPA Baseline vs. 2012 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Construction Freeway Analysis – AM Peak Hour	3.6-265
Table 3.6-249:	2012 NEPA Baseline vs. 2012 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Construction Freeway Analysis – PM Peak Hour	3.6-265
Table 3.6-250:	2015 NEPA Baseline vs. 2015 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour.....	3.6-266
Table 3.6-251:	2015 NEPA Baseline vs. 2015 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour.....	3.6-266
Table 3.6-252:	2020 NEPA Baseline vs. 2020 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour.....	3.6-267
Table 3.6-253:	2020 NEPA Baseline vs. 2020 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour.....	3.6-267
Table 3.6-254:	2025 NEPA Baseline vs. 2025 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour.....	3.6-268
Table 3.6-255:	2025 NEPA Baseline vs. 2025 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour.....	6-268
Table 3.6-256:	2027 NEPA Baseline vs. 2027 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour.....	6-269
Table 3.6-257:	2027 NEPA Baseline vs. 2027 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour.....	6-269
Table 3.6-258:	Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated With the Proposed Project and Alternatives.....	3.6-272
Table 3.7-1:	Summary Matrix of Potential Impacts and Mitigation Measures for Groundwater and Soils Associated with the Proposed Project and Alternatives	3.7-54
Table 3.8-1:	Container-Related Spills at Ports of Los Angeles and Long Beach 2006-2009	3.8-5
Table 3.8-2:	Facilities Containing Potentially Hazardous Materials and Hazardous Wastes at Berths 302-305.....	3.8-7
Table 3.8-3:	Risk Matrix	3.8-20
Table 3.8-4:	Criticality and Frequency Classifications	3.8-21
Table 3.8-5:	Proposed Project: Existing and Projected Cargo Throughput Volumes at Berths 302-306 and the Port Complex	3.8-36

Table 3.8-6:	Proposed Project: Existing and Projected Cargo Throughput Volumes at Berths 302-306 and the Port Complex	3.8-37
Table 3.8-7:	Proposed Project: Existing and Projected Truck Trips at Berths 302-306	3.8-39
Table 3.8-8:	Proposed Project: Existing and Projected Truck Trips at Berths 302-306	3.8-40
Table 3.8-9:	Alternative 1: Existing and Projected Capacity (TEUs) at Berths 302-305	3.8-50
Table 3.8-10:	Alternative 1: Existing and Projected Truck Trips at Berths 302-305	3.8-52
Table 3.8-11:	Alternative 2: Existing and Projected Capacity (TEUs) at Berths 302-305	3.8-60
Table 3.8-12:	Alternative 3: Existing and Projected Cargo Throughput Volumes at Berths 302-306	3.8-75
Table 3.8-13:	Alternative 3: Existing and Projected Cargo Throughput Volumes at Berths 302-306	3.8-76
Table 3.8-14:	Alternative 3: Existing and Projected Truck Trips at Berths 302-305	3.8-78
Table 3.8-15:	Alternative 3: Existing and Projected Truck Trips at Berths 302-305	3.8-79
Table 3.8-16:	Alternative 4: Existing and Projected Cargo Throughput Volumes at Berths 302-305	3.8-93
Table 3.8-17:	Alternative 4: Existing and Projected Cargo Throughput Volumes at Berths 302-305	3.8-94
Table 3.8-18:	Alternative 4: Existing and Projected Truck Trips at Berths 302-305	3.8-96
Table 3.8-19:	Alternative 4: Existing and Projected Truck Trips at Berths 302-305	3.8-97
Table 3.8-20:	Alternative 5: Existing and Projected Cargo Throughput Volumes at Berths 302-306	3.8-111
Table 3.8-21:	Alternative 5: Existing and Projected Cargo Throughput Volumes at Berths 302-306	3.8-112
Table 3.8-22:	Alternative 5: Existing and Projected Truck Trips at Berths 302-306	3.8-114
Table 3.8-23:	Alternative 5: Existing and Projected Truck Trips at Berths 302-306	3.8-115
Table 3.8-24:	Alternative 6: Existing and Projected Cargo Throughput Volumes at Berths 302-306	3.8-129
Table 3.8-25:	Alternative 6: Existing and Projected Cargo Throughput Volumes at Berths 302-306	3.8-130
Table 3.8-26:	Alternative 6: Existing and Projected Truck Trips at Berths 302-306	3.8-132

Table 3.8-27:	Alternative 6: Existing and Projected Truck Trips at Berths 302-306	3.8-133
Table 3.8-28:	Summary Matrix of Potential Impacts and Mitigation Measures for Hazards and Hazardous Materials Associated with the Proposed Project and Alternatives	3.8-140
Table 3.9-1:	Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives	3.9-49
Table 3.10-1:	Allisions, Collisions, and Groundings – Port Complex (1996-2009)	3.10-8
Table 3.10-2:	Number of VTS-Recorded Close-Quarters Incidents, 1998-2009 ..	3.10-9
Table 3.10-3:	Water Depths within the Port of Los Angeles	3.10-11
Table 3.10-4:	Ship Calls at the Port of Los Angeles	3.10-11
Table 3.10-5:	Marine-Based Construction Equipment Associated with the Proposed Project	3.10-16
Table 3.10-6:	Existing and Projected Annual Ship Calls at Berths 302-306 at Full Build-out (2027)	3.10-18
Table 3.10-7:	Comparison of Ship Calls under the Proposed Project and Alternatives (2012-2027)	3.10-20
Table 3.10-8:	Summary Matrix of Potential Impacts and Mitigation Measures for Marine Transportation Associated with the Proposed Project and Alternatives.....	3.10-32
Table 3.11-1:	Definitions of Acoustical Terms	3.11-4
Table 3.11-2:	Typical Noise Levels in the Environment.....	3.11-5
Table 3.11-3:	Short-Term Noise Monitoring Results.....	3.11-17
Table 3.11-4:	Land Use Noise Compatibility Guidelines.....	3.11-22
Table 3.11-5:	Construction Equipment Noise Emission Levels	3.11-23
Table 3.11-6:	Summary of Construction Noise Impacts	3.11-24
Table 3.11-7:	Summary of Operational Noise Impacts	3.11-27
Table 3.11-8:	Summary Matrix of Potential Impacts and Mitigation Measures for Noise Associated with the Proposed Project and Alternatives	3.11-47
Table 3.12-1:	Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and Alternatives	3.12-25
Table 3.13-1:	Port Police Demand.....	3.13-19
Table 3.13-2:	Water Demand.....	3.13-21
Table 3.13-3:	Wastewater Generation.....	3.13-22
Table 3.13-4:	Solid Waste Generation.....	3.13-23

Table 3.13-5:	Summary Matrix of Potential Impacts and Mitigation Measures for Public Services and Utilities Associated with the Proposed Project and Alternatives.....	3.13-87
Table 3.14-1:	Final 2008/2010 Section 303(d) Listed Waters in Los Angeles Harbor.....	3.14-4
Table 3.14-2:	Sediment Chemistry Results (from AMEC, 2011).	3.14-18
Table 3.14-3:	Source Control Design Features for Container Terminal Facility Activities.....	3.14-49
Table 3.14-4:	Summary Matrix of Potential Impacts and Mitigation Measures for Water Quality, Sediments and Oceanography Associated with the Proposed Project and Alternatives	3.14-99
Table 4-1:	Related and Cumulative Projects	4-9
Table 4-2:	Intersection Level of Service Analysis – 2012 CEQA Baseline vs. 2012 Proposed Project Construction	4-81
Table 4-3:	Intersection Level of Service Analysis – 2020 CEQA Baseline vs. 2020 Proposed Project.....	4-83
Table 4-4:	Intersection Level of Service Analysis – 2025 CEQA Baseline vs. 2025 Proposed Project.....	4-84
Table 4-5:	Intersection Level of Service Analysis – 2027 CEQA Baseline vs. 2027 Proposed Project.....	4-85
Table 4-6:	2015 CEQA Baseline vs. 2015 Proposed Project Freeway Analysis – AM Peak Hour	4-89
Table 4-7:	2015 CEQA Baseline vs. 2015 Proposed Project Freeway Analysis – PM Peak Hour	4-90
Table 4-8:	2020 CEQA Baseline vs. 2020 Proposed Project Freeway Analysis – AM Peak Hour	4-91
Table 4-9:	2020 CEQA Baseline vs. 2020 Proposed Project Freeway Analysis – PM Peak Hour	4-92
Table 4-10:	2025 CEQA Baseline vs. 2025 Proposed Project Freeway Analysis – AM Peak Hour	4-93
Table 4-11:	2025 CEQA Baseline vs. 2025 Proposed Project Freeway Analysis – PM Peak Hour	4-94
Table 4-12:	2027 CEQA Baseline vs. 2027 Proposed Project Freeway Analysis – AM Peak Hour	4-95
Table 4-13:	2027 CEQA Baseline vs. 2027 Proposed Project Freeway Analysis – PM Peak Hour	4-96
Table 4-14:	BNSF San Bernardino Subdivision, from Hobart Yard to San Bernardino, CY2027	4-99
Table 4-15:	BNSF Cajon Subdivision from San Bernardino to Barstow, CY2027	4-103
Table 4-16:	UP Alhambra Subdivision from Los Angeles Transportation Center (LATC) to Colton Crossing, CY2027 (Excluding Segment That is Combined with UP LA Subdivision).....	4-104

Table 4-17:	UP Los Angeles Subdivision from East Los Angeles Yard to West Riverside Junction, CY2027 (Excluding Segment That is Combined with UP Alhambra Subdivision)	4-106
Table 4-18:	Combined UP Alhambra and LA Subdivisions in Pomona and Montclair Area, CY2027.....	4-108
Table 4-19:	UP Yuma Subdivision from Colton Crossing to Indio, CY2027	4-109
Table 5-1:	Minority and Low-Income Populations.....	5-3
Table 5-2:	Minority and Low-Income Characteristics in the Vicinity of the Proposed Project Site.....	5-4
Table 5-3:	Summary of Disproportionate Effects on Minority and Low-Income Populations from the Proposed Project and Alternatives	5-5
Table 6-1:	Summary of Proposed Project and Alternatives at Buildout (2012-2027)	6-3
Table 6-2:	Summary of CEQA Significance Analysis by Alternative.....	6-4
Table 6-3:	Comparison of Alternatives* to the Proposed Project.....	6-5
Table 6-4:	Summary of NEPA Significance Analysis by Alternative	6-10
Table 6-5:	Comparison of Alternatives* to the NEPA Baseline.....	6-11
Table 7-1:	Total Civilian Employment by County (1990-2009)	7-5
Table 7-2:	Total Civilian Employment Projection by County and City (2010-2030)	7-6
Table 7-3:	Unemployment Rate (%) by County (1990-2010).....	7-8
Table 7-4:	Total Farm and Non-Farm Employment for Los Angeles County, California (1990-2009)	7-9
Table 7-5:	Distribution of Direct Cargo Jobs by Place of Residency for the Port of Los Angeles	7-13
Table 7-6:	Occupational Breakdown (%) by Place of Residence (Zip Code Area) in 2000 (Employed civilian population 16 years and over).....	7-16
Table 7-7:	Household and Family Income by Source of Income by County	7-18
Table 7-8:	Household and Family Income by Source of Income by Zip Code....	7-19
Table 7-9:	Population by Region, County, and Local Jurisdictions (1990-2009)	7-20
Table 7-10:	Population Projections for Region and County (2010-2030)	7-21
Table 7-11:	Housing Characteristics (%) in 2000	7-24
Table 7-12:	Existing Home Sale Prices by County (1998-2008).....	7-27
Table 7-13:	New Home Sale Prices by County (1998-2008)	7-28
Table 7-14:	Average Home Sale Prices by Community (2001-2010)	7-29
Table 7-15:	Port Industry Activities Associated with Cargo Movement.....	7-34
Table 7-16:	Proposed Project – Direct and Secondary Construction Employment Over the Two-Year Construction Period	7-41

Table 7-17:	Proposed Project – Net Direct and Secondary Long Term Operations Employment	7-43
Table 7-18	Proposed Project – Gross Direct and Secondary Operations Employment.....	7-43
Table 7-19:	Proposed Project – Construction Income Over the Two-Year Construction Period	7-45
Table 7-20:	Proposed Project– Net Operations Income	7-45
Table 7-21:	Proposed Project – Gross Operations Income	7-45
Table 7-22:	Proposed Project – Net Operations Tax Revenue.....	7-45
Table 7-23:	Proposed Project – Gross Operations Tax Revenue.....	7-46
Table 7-24:	Alternative 1 – Net Direct and Secondary Operations Employment*	7-49
Table 7-25:	Alternative 1 – Gross Direct and Secondary Operations Employment.....	7-49
Table 7-26:	Alternative 1 – Net Operations Income*	7-51
Table 7-27:	Alternative 1 – Gross Operations Income.....	7-51
Table 7-28:	Alternative 1–Net Operations Tax Revenue*	7-52
Table 7-29:	Alternative 1 – Gross Operations Tax Revenue	7-52
Table 7-30:	Alternative 2 – Direct and Secondary Construction Employment Over the Construction Period	7-54
Table 7-31:	Alternative 2 – Net Direct and Secondary Operations Employment*	7-54
Table 7-32:	Alternative 2 – Gross Direct and Secondary Operations Employment.....	7-54
Table 7-33:	Alternative 2 – Construction Income Over the Two-Year Construction Period	7-55
Table 7-34:	Alternative 2 – Net Operations Income.....	7-55
Table 7-35:	Alternative 2 – Gross Operations Income.....	7-56
Table 7-36:	Alternative 2 – Net Operations Tax Revenue	7-56
Table 7-37:	Alternative 2 – Operations Tax Revenue.....	7-56
Table 7-38:	Alternative 3 – Direct and Secondary Construction Employment Over the Two-Year Construction Period.....	7-58
Table 7-39:	Alternative 3 – Net Direct and Secondary Operations Employment.....	7-60
Table 7-40:	Alternative 3 – Gross Direct and Secondary Operations Employment.....	7-60
Table 7-41:	Alternative 3 – Construction Income Over the Construction Period	7-61
Table 7-42:	Alternative 3 – Net Operations Income.....	7-61
Table 7-43:	Alternative 3 – Gross Operations Income	7-61

Table 7-44:	Alternative 3 – Net Operations Tax Revenue	7-61
Table 7-45:	Alternative 3 – Gross Operations Tax Revenue	7-61
Table 7-46:	Alternative 4 – Direct and Secondary Construction Employment Over the Construction Period	7-64
Table 7-47:	Alternative 4 – Net Direct and Secondary Operations Employment.....	7-64
Table 7-48:	Alternative 4 – Gross Direct and Secondary Operations Employment.....	7-64
Table 7-49:	Alternative 4 – Construction Income Over the Construction Period	7-66
Table 7-50:	Alternative 4 – Net Operations Income.....	7-66
Table 7-51:	Alternative 4 – Gross Operations Income.....	7-66
Table 7-52:	Alternative 4 – Net Operations Tax Revenue Growth.....	7-67
Table 7-53:	Alternative 4 – Gross Operations Tax Revenue	7-67
Table 7-54:	Alternative 5 – Direct and Secondary Construction Employment Over the Construction Period	7-69
Table 7-55:	Alternative 5 – Net Direct and Secondary Operations Employment.....	7-71
Table 7-56:	Alternative 5 – Gross Direct and Secondary Operations Employment.....	7-71
Table 7-57:	Alternative 5 – Construction Income Over the Construction Period	7-72
Table 7-58:	Alternative 5 – Net Operations Income.....	7-72
Table 7-59:	Alternative 5 – Gross Operations Income.....	7-72
Table 7-60:	Alternative 5 – Net Operations Tax Revenue	7-72
Table 7-61:	Alternative 5 – Gross Operations Tax Revenue	7-72
Table 7-62:	Alternative 6 – Direct and Secondary Construction Employment Over the Two-Year Construction Period.....	7-75
Table 7-63:	Alternative 6 – Net Direct and Secondary Operations Employment.....	7-75
Table 7-64:	Alternative 6 – Gross Direct and Secondary Operations Employment.....	7-75
Table 7-65:	Alternative 6 – Construction Income Over the Two-Year Construction Period	7-76
Table 7-66:	Alternative 6 – Net Operations Income.....	7-76
Table 7-67:	Alternative 6 – Gross Operations Income.....	7-76
Table 7-68:	Alternative 6 – Net Operations Tax Revenue	7-77
Table 7-69:	Alternative 6 – Gross Operations Tax Revenue	7-77
Table 7-70:	Comparison of Alternatives: Construction Employment Over Two-Year Construction Period (Proposed Project and Alternatives).....	7-78

Table 7-71:	Comparison of Alternatives: Net Operations Employment	7-79
Table 7-72:	Comparison of Alternatives: Gross Operations Employment	7-79

FIGURES

Figure ES-1:	Regional Locations	ES-2
Figure ES-2:	Proposed Project	ES-9
Figure ES-3:	Proposed Layout - Sections.....	ES-20
Figure ES-4:	Landside Transfer Area	ES-21
Figure ES-5a:	Alternatives Evaluated - Alternatives 1 through 3.....	ES-25
Figure ES-5b:	Alternatives Evaluated - Alternatives 4 through 6.....	ES-26
Figure 1-1:	Regional Location Map	1-4
Figure 1-2:	Goods Movement Chain: Transportation Distribution.....	1-7
Figure 1-3:	General Container Terminal Operations.....	1-9
Figure 1-4:	Port-wide Container Mode Splits, Ports of Los Angeles and Long Beach	1-14
Figure 1-5:	Local Cargo Distribution from Port of Los Angeles.....	1-16
Figure 1-6:	Transloader Cargo.....	1-17
Figure 1-7:	Truck Drayage	1-17
Figure 1-8:	San Pedro Bay Port Complex On-Dock Railyards.....	1-19
Figure 1-9:	Location of Existing Near-Dock and Off-Dock Railyards.	1-21
Figure 1-10	Cargo Forecasts for Port Complex	1-27
Figure 2-1:	Project Site and Vicinity	2-7
Figure 2-2:	USACE Scope of Federal Review	2-12
Figure 2-3:	Project Site – Existing Conditions Buildings	2-14
Figure 2-4:	Proposed Project	2-17
Figure 2-5	Proposed Layout - Sections.....	2-26
Figure 2-6	Landside Transfer Area	2-27
Figure 2.7:	Proposed Project Terminal Construction Phases I-II.....	2-31
Figure 2-8:	Comparison of Baselines and Proposed Project	2-44
Figure 2-9a:	Alternatives Evaluated - Alternatives 1-3.....	2-49
Figure 2-9b:	Alternatives Evaluated - Alternatives 4-6.....	2-50
Figure 3.1-1:	Panoramic Views of Port Landscape Features.....	3.1-5
Figure 3.1-2:	Location of Viewpoints.....	3.1-10
Figure 3.1-3:	Looking South from Baseball Field Near Intersection of Front and Center Streets.....	3.1-11
Figure 3.1-4:	Looking East near John S. Gibson Park, Between Fire Station 112 and LA Maritime Museum (VP-2)	3.1-12

Figure 3.1-5:	Looking East from San Pedro Plaza Park (viewing platform) at Beacon and 9th Street.....	3.1-14
Figure 3.1-6:	Looking East from Berth 77 of the Ports O'Call Village Spirit Cruises.....	3.1-15
Figure 3.1-7:	Looking East from 22nd Street Park.....	3.1-16
Figure 3.1-8:	Looking Northeast from Inner Cabrillo Beach.....	3.1-17
Figure 3.1-9:	Looking East from Lookout Point.....	3.1-19
Figure 3.1-10:	Looking Northeast from Eastern Edge of the Korean Bell of Friendship in Angels Gate Park	3.1-20
Figure 3.1-11:	Looking East from West 22nd Street at South Cabrillo Avenue	3.1-21
Figure 3.1-12:	Looking East from West 17th Street between South Patton and Averill Avenues	3.1-23
Figure 3.1-13:	Looking East from West 17th Street at Alma Street Adjacent to San Pedro High School	3.1-24
Figure 3.1-14:	Looking East from Averill Park.....	3.1-25
Figure 3.1-15:	Looking East from Deana Dana Friendship Park	3.1-26
Figure 3.1-16:	Looking Northeast towards 302-305 APL Container Terminal from the Pier 300 Channel of the Outer Los Angeles Harbor	3.1-28
Figure 3.1-17:	Looking East from West 17th Street between South Patton and Averill Avenues during Nighttime Hours	3.1-29
Figure 3.1-18:	Zoomed Photo Simulation looking East from Harbor Boulevard at 11th/Beacon Stairway.....	3.1-42
Figure 3.1-19:	Zoomed Photo Simulation looking Southeast from Deana Dana Friendship Park.....	3.1-46
Figure 3.2-1:	NOx Emission Trends for the Proposed Project CEQA/NEPA Impacts	3.2-121
Figure 3.2-2:	VOC Emission Trends for the Proposed Project CEQA/NEPA Impacts	3.2-122
Figure 3.2-3:	PM10 Emission Trends for the Proposed Project CEQA/NEPA Impacts	3.2-123
Figure 3.2-4:	Isopleths of Residential Lifetime Cancer Risk: Unmitigated Proposed Project Minus Future CEQA Baseline	3.2-137
Figure 3.2-5:	Isopleths of Occupational Lifetime Cancer Risk: Unmitigated Proposed Project Minus Future CEQA Baseline	3.2-138
Figure 3.2-6:	Isopleths of Residential Lifetime Cancer Risk: Mitigated Proposed Project Minus Future CEQA Baseline	3.2-140
Figure 3.2-7:	Isopleths of Occupational Lifetime Cancer Risk: Mitigated Proposed Project Minus Future CEQA Baseline	3.2-141
Figure 3.2-8:	Isopleths of Residential Lifetime Cancer Risk: Unmitigated Proposed Project Minus NEPA Baseline	3.2-143
Figure 3.2-9:	Isopleths of Occupational Lifetime Cancer Risk: Unmitigated Proposed Project Minus NEPA Baseline	3.2-144

Figure 3.2-10:	Isopleths of Residential Lifetime Cancer Risk: Mitigated Proposed Project Minus NEPA Baseline	3.2-146
Figure 3.2-11:	Isopleths of Occupational Lifetime Cancer Risk: Mitigated Proposed Project Minus NEPA Baseline	3.2-147
Figure 3.3-1:	APL Terminal Project site	3.3-6
Figure 3.3-2:	Location of Eelgrass in the Adjacent to the Proposed Project Site, September 2008.....	3.3-27
Figure 3.4-1:	Port Development.....	3.4-4
Figure 3.5-1:	Geologic and Palos Verdes Fault Zone Map	3.5-4
Figure 3.5-2:	Major Regional Faults in Southern California	3.5-6
Figure 3.6-1:	Project Study Area and Study Intersections	3.6-9
Figure 3.6-2:	Study Area Freeway Segment.....	3.6-10
Figure 3.6-3:	Rail Lines in the Harbor Area.....	3.6-22
Figure 3.6-4:	Map of Railroad Main Lines	3.6-23
Figure 3.6-5:	Study Area Freeway Segment	3.6-40
Figure 3.7-1:	Proposed Project	3.7-7
Figure 3.9-1:	Existing Land Uses in the Project Vicinity.....	3.9-4
Figure 3.9-2:	Designated Land Uses (Port of Los Angeles Plan)	3.9-11
Figure 3.10-1:	Vessel Navigation Safety Areas at Port of Los Angeles and Port of Long Beach.....	3.10-3
Figure 3.11-1:	Noise Measurement Locations	3.11-8
Figure 3.11-2:	Hourly Noise Levels at LT-1	3.11-10
Figure 3.11-3:	Hourly Noise Levels at LT-2	3.11-11
Figure 3.11-4:	Hourly Noise Levels at LT-3	3.11-12
Figure 3.11-5:	Hourly Noise Levels at LT-4	3.11-13
Figure 3.11-6:	Hourly Noise Levels at LT-5	3.11-14
Figure 3.12-1:	On-Land Park and Recreational Facilities	3.12-5
Figure 3.12-2:	Water-Related Recreational Facilities	3.12-6
Figure 3.13-1:	Public Service Facilities	3.13-5
Figure 3.14-1:	Water Quality Monitoring Stations	3.14-6
Figure 3.14-2:	Examples of Water Quality off Pier 300, July 2008 - October 2009.....	3.14-9
Figure 3.14-3:	Sampling Map.....	3.14-18
Figure 3.14-4:	Current patterns in Los Angeles and Long Beach Harbors Predicted by the WRAP Model (Top: Flood tide. Bottom: Ebb tide)	3.14-22
Figure 4-1:	Related and Cumulative Projects	4-7
Figure 5-1:	Percent Minority Population.....	5-6

Figure 5-2:	Percent Low-Income Population.....	5-7
Figure 5-3:	Isopleths of Residential Lifetime Cancer Risk: Mitigated Proposed Project Minus NEPA Baseline (Percent Minority Population)	5-19
Figure 5-4:	Isopleths of Residential Lifetime Cancer Risk: Mitigated Proposed Project Minus NEPA Baseline (Percent Low Income Population)	5-20
Figure 5-5:	Isopleths of Residential Lifetime Cancer Risk: Mitigated Proposed Project Minus NEPA Baseline (Percent Minority Population)	5-21
Figure 5-6:	Isopleths of Residential Lifetime Cancer Risk: Mitigated Proposed Project Minus NEPA Baseline (Percent Low Income Population)	5-22
Figure 7-1:	Employment in 5-County Southern California Region (1990-2010)....	7-3
Figure 7-2:	Unemployment Rate for State and Counties (1990-2010).....	7-7
Figure 7-3:	Housing Units Permitted in 5-County Southern California Region (1990-2009)	7-23
Figure 7-4:	Change in Median House Price, San Pedro and Wilmington (2001–2010)	7-30
Figure 7-5:	Proposed Project: Operations Employment.....	7-42
Figure 7-6:	Proposed Project vs. Alternatives 1 and 2: Operations Employment	7-50
Figure 7-7:	Proposed Project vs. Alternative 3: Operations Employment	7-59
Figure 7-8:	Proposed Project vs. Alternative 4: Operations Employment	7-65
Figure 7-9:	Proposed Project vs. Alternatives 5 and 6: Operations Employment	7-70

This page intentionally left blank