



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

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Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

May 11, 2026

Lisa Ochsner
Marine Environmental Manager
Port of Los Angeles
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RE: JOINT DOCUMENT FOR THE BERTHS 121-131 CONTAINER TERMINAL REDEVELOPMENT PROJECT DATED MARCH 12, 2026, STATE CLEARINGHOUSE NUMBER [2014041050](#)

Dear Lisa Ochsner,

The Department of Toxic Substances Control (DTSC) reviewed the Joint Document (Draft Environmental Impact Statement / Draft Environmental Impact Report) (DEIR) for the Berths 121-131 Container Terminal Redevelopment Project (Project). The Project consists of various improvements to an existing marine container terminal located at Berths 121-131 in the West Basin of the Los Angeles Harbor. In general, the proposed project would improve the container-handling efficiency and capacity by dredging and disposing of the dredged material, demolishing and reconstructing the wharf at Berths 126-129, relocating existing cranes to Berths 121-125, adding new, larger cranes at Berths 126-129, expanding the on-dock rail, installing electrically-powered, rail-mounted gantry cranes, and issuing a new 30-year entitlement.

The Project is located in the vicinity of the former shipyard and oil terminal. The East-West Container Terminal was constructed in the late 1960s and early 1970s. The last environmental assessment conducted there occurred in 2010 and did not include a per-

and polyfluoroalkyl substances (PFAS) assessment. According to the planning documents the dredged sediment will be dredged to deepen Berths 126-129 to 53 feet Mean Lower Low Water (MLLW) with a two-foot-over dredge allowance for a total depth of -55 feet MLLW. It is estimated that approximately 310,000 cubic yards (cy) of sediments would be dredged. The Draft EIR assumes approximately 260,000 cy of dredged material would be disposed of at an approved inland disposal facility and the remaining approximately 50,000 cy would be disposed of at the approved [LA-2 ocean disposal site](#). However, on or near-site placement is also listed as a viable alternative. All additional sediment sampling must include PFAS sampling and analysis and plans to use non-PFAS containing sampling equipment. DTSC recommends and requests consideration of the following comments:

1. DTSC recommends a cumulative health risk assessment of the sediment in consultation with DTSC be conducted before reuse of the dredged material at the terminal or elsewhere at the Port of Los Angeles. Therefore, the Port of Los Angeles should enter into a voluntary agreement to address any existing contamination on the property or receive oversight from a [self-certified local agency](#), DTSC, or the Regional Water Quality Control Board. If entering into one of DTSC's voluntary agreements, please note DTSC uses a single standard Request for Lead Agency Oversight Application for all agreement types. Please apply for DTSC oversight using this link: [Request for Agency Oversight Application](#). Submittal of the online application includes an agreement to pay costs incurred during agreement preparation. If you have any questions about the application portal, please contact the relevant [Regional Brownfield Coordinator](#) for your Project.
2. DTSC recommends all imported soil/fill material be tested to ensure all contaminants of concern (COCs) meet screening levels as outlined in [DTSC's Preliminary Endangerment Assessment Guidance Manual](#). Furthermore, DTSC advises referencing the [DTSC Information Advisory Clean Imported Fill Material Fact Sheet](#) if importing soil/fill is necessary. To minimize the possibility of introducing contaminated soil/fill material, there should be

documentation of the origins of the soil/fill material and, if applicable, sampling should be conducted to ensure that the imported soil/fill material is suitable for the intended land use. The sampling should include analysis based on the source of the soil/fill and knowledge of prior land use.

3. If buildings or other structures are to be demolished on any Project sites included in the proposed Project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with [DTSC's Preliminary Endangerment Assessment \(PEA\) Guidance Manual](#).

DTSC appreciates the opportunity to comment on the Berths 121-131 Container Terminal Redevelopment Project. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via our [CEQA Unit Review email](#) for additional guidance.

Sincerely,

Tamara Purvis

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cc: (via email)

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