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## Chapter 2 Project Description

### 3 **2.1 Introduction**

4 This chapter provides information on the purpose and need of the Proposed Project and  
5 describes the Proposed Project’s physical and operational elements. This section also  
6 provides a discussion of the CEQA baseline and a description of the Project alternatives  
7 evaluated in this Draft EIR.

### 8 **2.2 NEPA Purpose and Need**

9 As described more fully in Section 1.2 of the Draft EIS (see Part 1, Chapter 1), the  
10 purpose of the Proposed Project is to improve maritime shipping and commerce by  
11 improving container terminal infrastructure in, over, and under water and on terminal  
12 backlands at Berths 121-131, while also maintaining consistency with established Port  
13 environmental policies. This objective would be accomplished by enlarging and  
14 modernizing the wharf, deepening the berths, providing larger, modern cranes, and  
15 expanding the on-dock railyard (the WBICTF).

16 The Proposed Project is needed to meet a portion of the Port’s projected containerized  
17 cargo throughput demand (see Section 1.2.3.1 of this Draft EIR). The existing berths at  
18 the Berths 121-131 Terminal (Terminal) are not deep enough to accommodate large  
19 container vessels, and the existing wharf cranes are unable to service those larger vessels,  
20 and the backlands facilities cannot handle the volumes of cargo that large vessels can  
21 deliver. Providing the physical and operational capacity to handle the projected cargo  
22 throughput and increased vessel size is critical for the Port to fulfill its role of facilitating  
23 maritime trade and commerce and optimizing the efficiency of the goods movement  
24 chain.

### 25 **2.3 CEQA Project Objectives**

26 The LAHD’s overall project objective is to optimize the container-handling efficiency  
27 and capacity of the Berths 121-131 Terminal to accommodate the projected fleet mix of  
28 larger container vessels that are anticipated to call at the Terminal. To achieve the overall  
29 objective, the following detailed objectives need to be met:

- 30 • optimize the use of existing land at the Berths 121-131 Terminal and associated  
31 waterways in a manner that is consistent with the LAHD’s public trust  
32 obligations;

- 1 • provide sufficient depth to ensure the Terminal’s ability to accommodate the  
2 number and larger size of container ships anticipated to call at the terminal in the  
3 foreseeable future;
- 4 • improve the wharf facilities at the Terminal to accommodate loading/unloading  
5 of those larger ships; and
- 6 • increase on-dock rail facilities to accommodate projected increases in the number  
7 of containers through the Terminal.

## 8 **2.4 Project Location and Setting (Existing** 9 **Conditions)**

### 10 **2.4.1 Regional Setting**

11 As described in Section 1.2.2, the Port Complex is located approximately 20 miles south  
12 of downtown Los Angeles; the Project site is located within the Port Complex (Figure 1-  
13 1). The Port Complex serves as one of the nation’s primary gateways for international  
14 trade, particularly with Pacific Rim countries, since it includes the nation’s largest and  
15 second largest container ports. International trade is a key economic engine for the  
16 southern California region, directly supporting jobs in cargo terminal operations,  
17 warehousing, freight management, trucking, and railroading, and supplying goods that  
18 support retail and manufacturing jobs throughout the region.

19 Approximately half of the cargo coming through the Port Complex is moved by trucks to  
20 the regional market; the remainder is moved by rail and trucks to markets outside the Los  
21 Angeles metropolitan region. The Port Complex is served by two major interstate  
22 highways (I-110 and I-710), several local major highways (e.g., SR-47, Alameda Street,  
23 and Anaheim Street), and two Class 1 transcontinental railroads (Burlington Northern  
24 Santa Fe and Union Pacific) that access the Port Complex via the Alameda Corridor rail  
25 line. Access to the ocean from the waterfront is via the Angel’s Gate (for Port of Los  
26 Angeles) and Queen’s Gate (for Port of Long Beach), which are openings in the federal  
27 breakwater that protects the Port Complex.

### 28 **2.4.2 Local Setting**

29 The Port of Los Angeles occupies the western portion of the Port Complex, and consists  
30 of 43 miles of waterfront, approximately 300 commercial berths, and approximately  
31 7,500 acres of land and water. Marine terminals are situated along the shoreline of the  
32 Port, enabling them to accommodate cargo vessels, trucks, and trains. Transportation  
33 infrastructure located on the uplands (e.g., roads, rail lines, and freight handling  
34 operations) supports the movement of cargo to and from the terminals. The Port is  
35 bordered by the communities of San Pedro and Wilmington.

### 36 **2.4.3 Port Master Plan**

37 In March 2014, the California Coastal Commission certified the LAHD’s update of the  
38 Port Master Plan (PMP), and in September 2018 the Port re-issued the PMP with minor  
39 revisions (LAHD 2018). The PMP is a consolidated planning document that clarifies  
40 LAHD’s short- and long-term plans in an easily accessible manner. The PMP is intended

1 to serve as a long-range plan to establish policies and guidelines for future use of Port  
2 lands within the coastal zone, as required under the California Coastal Act. The purpose  
3 of the PMP is to align policies and guidelines to reflect current community and  
4 environmental conditions and account for trends in foreign and domestic waterborne  
5 commerce, navigation, and fisheries that influence needs for future development in the  
6 Port. The PMP consolidates areas characterized by predominant land use patterns,  
7 thereby reducing the number of planning areas, and allocates a single allowable land use  
8 to most sites. While the original 1980 PMP divided the Port into nine planning areas, the  
9 current PMP consolidates some of the previous planning areas into five new planning  
10 areas. The reduction in the number of planning areas is intended to consolidate general  
11 areas with predominant land use patterns within the Port.

12 The PMP designates the West Basin area of the Port, where the Proposed Project is  
13 located, as Planning Area 2, and based its planning framework on, among other  
14 documents, the Wilmington Waterfront Development project and the China Shipping and  
15 TraPac container terminal projects (LAHD 2009, 2019, 2007, respectively). The PMP  
16 assigns approximately two-thirds of the land area of Planning Area 2, including the  
17 Proposed Project site, to container terminal uses. Berths 121-131 are included in the PMP  
18 in a conceptual form as a project that would reconfigure the existing container terminal.

19 Optimized development of the West Basin area of the Port has been contemplated since  
20 the 1980 PMP, in consideration of the volumes of cargo forecasted to arrive at West  
21 Coast ports. Goal 1 of the PMP, *Optimize Land Use*, has the objective of ensuring that  
22 development and the land uses designated on Port land are compatible with surrounding  
23 land uses in order to maximize efficient utilization of land and minimize conflicts. This  
24 goal also acknowledges that cargo-handling facilities should be primarily focused on  
25 Terminal Island and other properties that are buffered from the neighboring residential  
26 communities of San Pedro and Wilmington. PMP Goal 2, *Increase Cargo Terminal*  
27 *Efficiency*, is intended to ensure that cargo terminals are utilized to their maximum  
28 potential in order to meet current and future needs of the Port's customers and the region.  
29 Further, this goal states that the Port should develop and maintain the infrastructure  
30 necessary to support the terminals, while Port tenants should be encouraged to modernize  
31 their facilities and implement new technologies.

## 32 **2.4.4 Project Site and Surrounding Uses**

33 The Proposed Project site encompasses 186 acres at Berths 121-131 and associated  
34 backlands in the West Basin of the Port (Figure 2-1). The marine container terminal at the  
35 Proposed Project site was formerly operated by the West Basin Container Terminal  
36 Company under contract to Yang Ming Marine Transport Corporation, which held the  
37 site under LAHD Permit No. 787, but since October 11, 2021, has been operated by the  
38 Everglades Company Terminal, Inc. under LAHD Permit No. 953.

39 The site is generally bounded on the north by the TraPac container terminal, the I-110  
40 freeway, the Conoco-Phillips refinery, and the community of Wilmington; on the east by  
41 the West Basin, the TraPac container terminal, and the Conoco-Phillips marine terminal;  
42 on the south by the China Shipping container terminal, Pacific Avenues, Front Street, and  
43 the San Pedro community; and on the west by the I-110 Freeway, the Port Los Angeles  
44 Distribution Center, and the community of San Pedro. Land uses in the vicinity of the  
45 Proposed Project site support a variety of cargo handling operations, including container,  
46 liquid bulk, and dry bulk; commercial fishing and seafood processing; a power plant

1 (Harbor Generating Station); Port administration and maintenance facilities; maritime  
2 support uses; and recreational, light commercial, and residential uses. These surrounding  
3 uses are described in more detail in Section 3.7, Land Use.

4 **Figure 2-1. Project Location.**



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## 2.4.5 Existing Terminal Facilities and Operations in 2019

### 2.4.5.1 Terminal Facilities

The Berths 121-131 Terminal (Figure 2-2) consists of two berths for loading and unloading cargo ships, a large chassis parking/container storage yard, container and equipment maintenance and repair facilities, an entry/exit gate complex for trucks, a marine operations building, and an administration building. The facility is fully paved with asphalt or concrete (i.e., there are no pervious areas). There are two main buildings on-site, an administration building and a marine operations building. There is also an off-site office building and surface parking lot located across the street from the Terminal at 2001 John S. Gibson Boulevard that is used for personnel. The Terminal is currently berth constrained (see Section 1.2.2.3), which means its wharves cannot deliver as much cargo as its backlands could handle.



Existing 50-ft-gauge wharf cranes

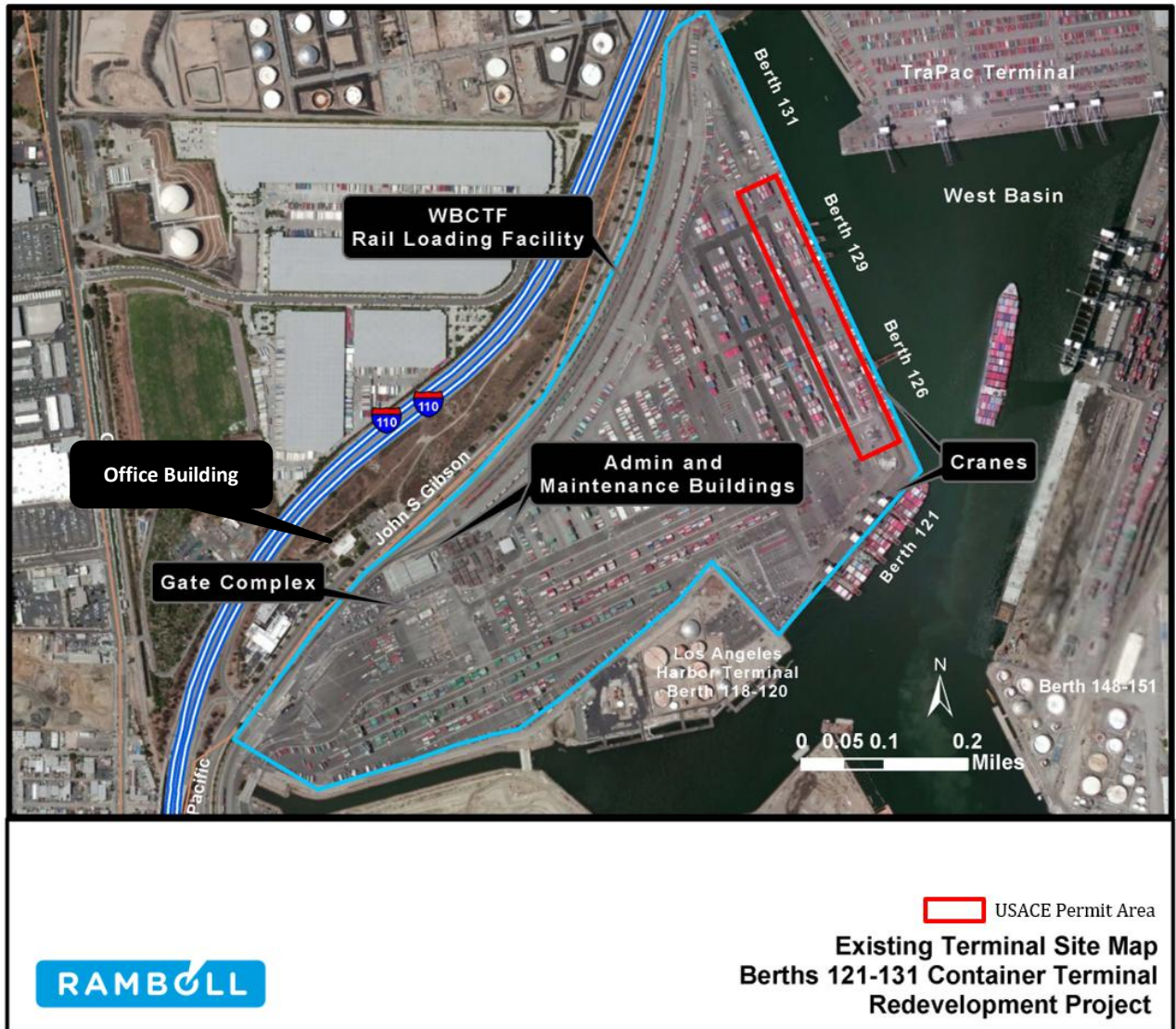
The two vessel berths at the Terminal are designated Berths 121-125 and Berths 126-129. There are currently five gantry cranes on the wharves at the two berths. The cranes are 50-foot gauge and are 209 feet high at the apex with an outreach of 145 feet. The wharf cranes run on rails that allow them to move along the wharf face, including moving from one berth to the other. The water depth at both berths is approximately -45 ft. MLLW.

The Berths 121-131 Terminal handles a portion of its intermodal cargo at an on-dock intermodal rail yard within the terminal (the WBICTF) that is shared with the nearby China Shipping container terminal. The WBICTF runs along the western border of the Terminal and consists of seven loading and storage tracks, each approximately 3,200 feet long.

### 2.4.5.2 Terminal Operations

In 2019, the Berths 121-131 Terminal moved 353,924 TEUs, using vessels, trucks, trains, and cargo-handling equipment. Section 1.2.2 describes the various operations of a typical marine container terminal such as the Berths 121-131 Terminal, as well as the operations of the trucks, trains, ships, and equipment that handle the cargo. In 2019, the Terminal typically operated 16 hours per day, 6 to 7 days per week, approximately 305 days of the year, and employed an average of 182 workers.

1 **Figure 2-2. Existing Berths 121-131 Terminal**

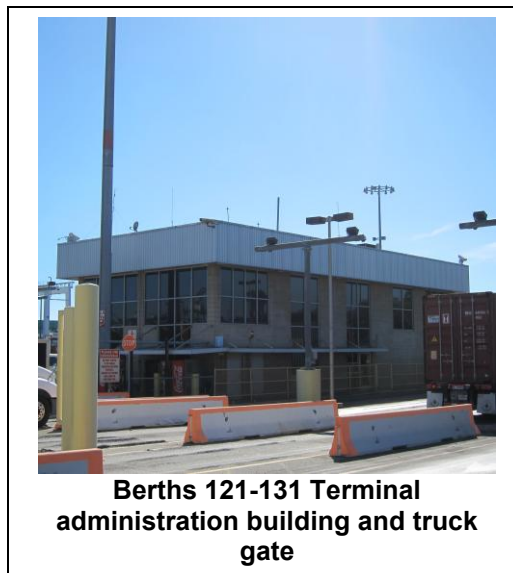


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1 In 2019 the Terminal handled 17 percent of  
 2 its cargo through the WBICTF railyard,  
 3 meaning that the containers entered and left  
 4 the Terminal by train. The remaining cargo  
 5 entered and left on trucks. Of that truck-  
 6 borne cargo, 80 percent (68 percent of total  
 7 cargo) was hauled to and from warehouses,  
 8 storage yards, and transloading facilities  
 9 throughout the Los Angeles region, and the  
 10 remaining 20 percent (18 percent of total  
 11 cargo) went to and from near-dock and off-  
 12 dock rail facilities.

13 **2.4.5.3 Vessel Operations**

14 In 2019 the Terminal received 153 vessel  
 15 calls. Most of those vessels were 2,000-  
 16 TEU- and 4,000-TEU-capacity vessels; no  
 17 vessels of 8,000-TEU capacity or greater  
 18 called at the Terminal in 2019. Vessel  
 19 berthing requires the use of one or two  
 20 tugboats for each vessel transit, or a  
 21 maximum of four per vessel call. It is  
 22 possible for two vessels to berth at the  
 23 Terminal at once, a small one (less than  
 24 5,000 TEU capacity) at Berths 121-126  
 25 and a medium-sized (less than 8,000 TEU  
 26 capacity) one at Berths 126-129, but  
 27 usually only one vessel is at berth at any  
 28 given time. On average the Terminal  
 29 receives two vessels per week.



**Berths 121-131 Terminal  
 administration building and truck  
 gate**



**Berths 121-131 Terminal marine  
 operations building**

30 The Terminal is equipped with AMP infrastructure to allow AMP-capable vessels to use  
 31 shoreside electrical power while at berth. During 2019, 4 vessels connected to AMP; this  
 32 low number was the result of two main factors. First, changes in the sizes and  
 33 configurations of vessels calling at the terminal compared to the vessels for which the  
 34 terminal’s AMP system was designed prevented many vessels from aligning with the  
 35 existing shore power connections. Second, a large percentage of vessels calling at the  
 36 terminal in 2019 did not have shore power capabilities or, because of their type, were not  
 37 required by the existing regulation to have shore power capabilities.

38 **2.4.5.4 Truck Operations**

39 The Berths 121-131 Terminal’s 2019 throughput required a total of approximately  
 40 319,000 one-way truck trips, with 1,214 peak daily truck trips. Those trips included cargo  
 41 hauled entirely by truck (principally within Southern California, with some trips to and  
 42 from northern California, Arizona, Nevada, and Utah) and intermodal cargo bound for, or  
 43 coming from, locations farther east. Of the 292,000 TEUs transported by trucks,  
 44 approximately 53,000 TEUs were intermodal cargo trucked to near- and off-dock  
 45 railyards (see Section 1.2.2.6 for a discussion of intermodal railyards).  
 46

### 2.4.5.5 Rail Operations

The Berths 121-131 Terminal's on-dock intermodal cargo is handled at the WBICTF, which in 2019 handled nearly 61,600 TEUs of the Terminal's cargo. That cargo was hauled by 141 intermodal trains, or an average of nearly four trains per week. Operation of an on-dock railyard like the WBICTF, and its associated trains, is described in Section 1.2.2.6.

In typical operations at the WBICTF, which is the scenario analyzed in this Draft EIR, outbound loaded railcars are coupled together to form a unit train, with all cars headed for the same destination. These unit trains are assembled within the WBICTF either by switching locomotives operated by Pacific Harbor Line (PHL, a short-line rail company that provides switching, rail system maintenance, and train dispatching services within the Port Complex), or by the large diesel locomotives of the Class I railroads that haul the train from the WBICTF directly to destinations in the East and Midwest. A loaded double-stack train is typically pulled by three or four locomotives.

For inbound cargo, trains hauled by BNSF are all delivered to the WBICTF as full unit trains, whereas most trains hauled by UP are first delivered to UP's Dolores railyard, two miles north of the Berths 121-131 Terminal, where they are broken into segments and delivered to the WBICTF. PHL performs a portion of the delivery of inbound segments.



### 2.4.5.6 Cargo-Handling Operations

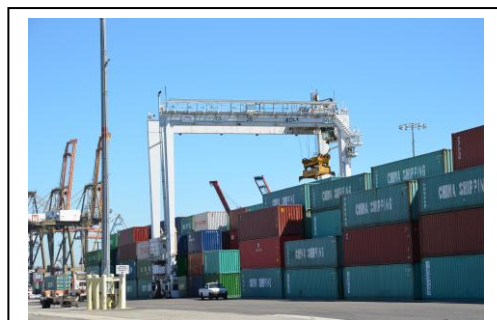
The Berths 121-131 Terminal operates using "traditional," as opposed to automated, methods to handle containerized cargo, meaning that workers operate all of the cargo-handling equipment (CHE), which is primarily diesel-powered. The Terminal is operated jointly with the adjacent China Shipping terminal by WBCT. WBCT's CHE is shared between the two terminals, and in 2019 included:

- 14 diesel-powered and diesel-hybrid rubber-tire gantry cranes (RTGs),
- 39 diesel-powered top handlers,
- 8 diesel-powered forklifts, 8 LPG-powered forklifts
- 158 LPG-powered yard tractors ("hostlers"),
- 6 diesel-powered fueling (off-highway) trucks, 1 LPG-powered fueling (off-highway) trucks



1 Approximately 22 percent of that equipment  
 2 is used on the Terminal, but the exact pieces  
 3 vary throughout the year.

4 The CHE accomplishes container storage, in  
 5 both “grounded” and “wheeled” modes (see  
 6 Section 1.2.2.1); the loading and unloading  
 7 of trains and trucks; and the movement of  
 8 containers between the backlands and the  
 9 wharves. CHE have useful operating lives,  
 10 which correspond to the period during which  
 11 continued operation, with routine  
 12 maintenance and periodic retrofits, is still  
 13 cost-effective. At the end of their useful operating lives, or sooner if required by CARB,  
 14 pieces of equipment are replaced with new models; some equipment with useful life  
 15 remaining may be modified to meet any newly adopted CARB standards.



**RTG stacking containers at the Berths 121-131 Terminal**

## 16 2.4.5 Historical Use of the Project Site

17 The eastern portion of the project site is land created in the first quarter of the 20th  
 18 century by the placement of dredged material produced by the development of Los  
 19 Angeles Harbor. Several previous operations have been located on this portion of the  
 20 project site, including rail facilities, lumber terminals, a shipyard, and an oil terminal. By  
 21 1969, the shipyard and oil terminal were removed and the rail lines realigned in order to  
 22 accommodate construction of the East-West Container Terminal on the eastern portion of  
 23 the present site. In 1973, the container terminal was expanded westward, which entailed  
 24 removal of a hill west of the Wilmington-San Pedro Road and relocation of that road to  
 25 the present alignment of John S. Gibson Boulevard. Eventually, the lumber operations  
 26 were terminated and their sites merged with the container terminal to create the present  
 27 terminal configuration.

28 In 1991 the container terminal was assigned to Yang Ming Marine Transportation  
 29 Corporation, under Permit 698. Growth in container cargo prompted the Port to propose  
 30 changes to container terminals in the West Basin area of the Port. Those developments,  
 31 which included a new terminal at Berths 97-106 and expansion of the Yang Ming (YM)  
 32 Terminal, were evaluated in the West Basin Transportation Improvements Program EIR  
 33 (SCH #95121025), which was certified and approved by the Board of Harbor  
 34 Commissioners in September, 1997, and specific improvements to the YM Terminal  
 35 were evaluated in a subsequent Addendum to that EIR. In November, 1997, the Board  
 36 approved Permit 787 assigning the improvements, including expanded terminal area and  
 37 a new intermodal rail facility, to YM to operate as a marine cargo terminal. The permit  
 38 expired in October, 2021, and as explained in Section 2.5.3, the terminal is currently  
 39 operated by another entity.

## 40 2.5 Proposed Project

41 The Proposed Project (Figure 2-3; Table 2-1) involves the construction and operation of  
 42 improvements within the Berths 121-131 Terminal. Construction would consist of:

- 43 • Relocating the five existing wharf cranes elsewhere on the Terminal;
- 44 • Demolishing the existing wharf at Berths 126-129, including removing piles;

- 1 • Dredging and disposing of sediments to deepen Berths 126-129 to -53ft MLLW
- 2 with a two-foot overdredge allowance for a total depth of -55 ft MLLW;
- 3 • Reconstructing the existing rock dike, installing new concrete piles, and
- 4 constructing a new concrete, pile-supported wharf at Berth 126-129;
- 5 • Installing up to ten new 100-ft-gauge, rail-mounted, electrically-powered wharf
- 6 cranes;
- 7 • Expanding the WBICTF on-dock rail yard by adding three or four loading tracks
- 8 and installing up to seven electrically-powered RMG cranes at the expanded
- 9 railyard; and
- 10 • Constructing backland improvements such as repaving, restriping, and relocation
- 11 of minor support buildings, structures, and utilities.

**Table 2-1: Baseline and Projected Throughput and Activity of the Proposed Project**

Activity	CEQA Baseline	NEPA Baseline	Proposed Project			
	2019	2062	2026/2027*	2028	2036	2050/2062**
Throughput (millions of TEUs)	0.354	1.332	0.278	0.900	1.221	1.871
Annual Ship Calls	153	208	63	104	126	156
Peak Day Ship Calls	2	3	2	3	3	3
Annual One-Way Truck Trips (millions)	0.319	1.182	0.245	0.812	1.056	1.602
Peak Daily One- Way Truck Trips	1,214	4,284	888	3,887	6,045	6,045
Annual Train Trips	141	768	88	277	1067	1067
Peak Daily Train Trips	0.6	3.1	0.4	1.2	4.3	4.3
Terminal Work Force	182	462	175	451	742	742
Wharf Cranes	5	5	5	15	15	15

12 Notes:

13 \* Terminal operation would continue at reduced levels during construction, assumed to be 2026-2027 (see Section  
14 2.5.1.5).

15 \*\* Throughput and activity levels in the period 2050 to 2062 are expected to remain constant because the terminal  
16 would reach capacity in 2050 under the Proposed Project. The horizon year of 2062 differs from the lease termination  
17 year because this DEIR's analysis examines full capacity whenever it occurs, which for the alternatives is 2062.

18 In addition, a new 30-year permit to 2055 would be granted to a selected future tenant. In  
19 support of the CAAP, the long-term permit would require the selected tenant to transition  
20 to zero emissions equipment beginning in 2030. Therefore, this Draft EIR also contains  
21 an evaluation of potential future construction of infrastructure to support zero emission  
22 cargo handling equipment.

## 2.5.1 Construction

### 2.5.1.1 Dredging and Sediment Disposal

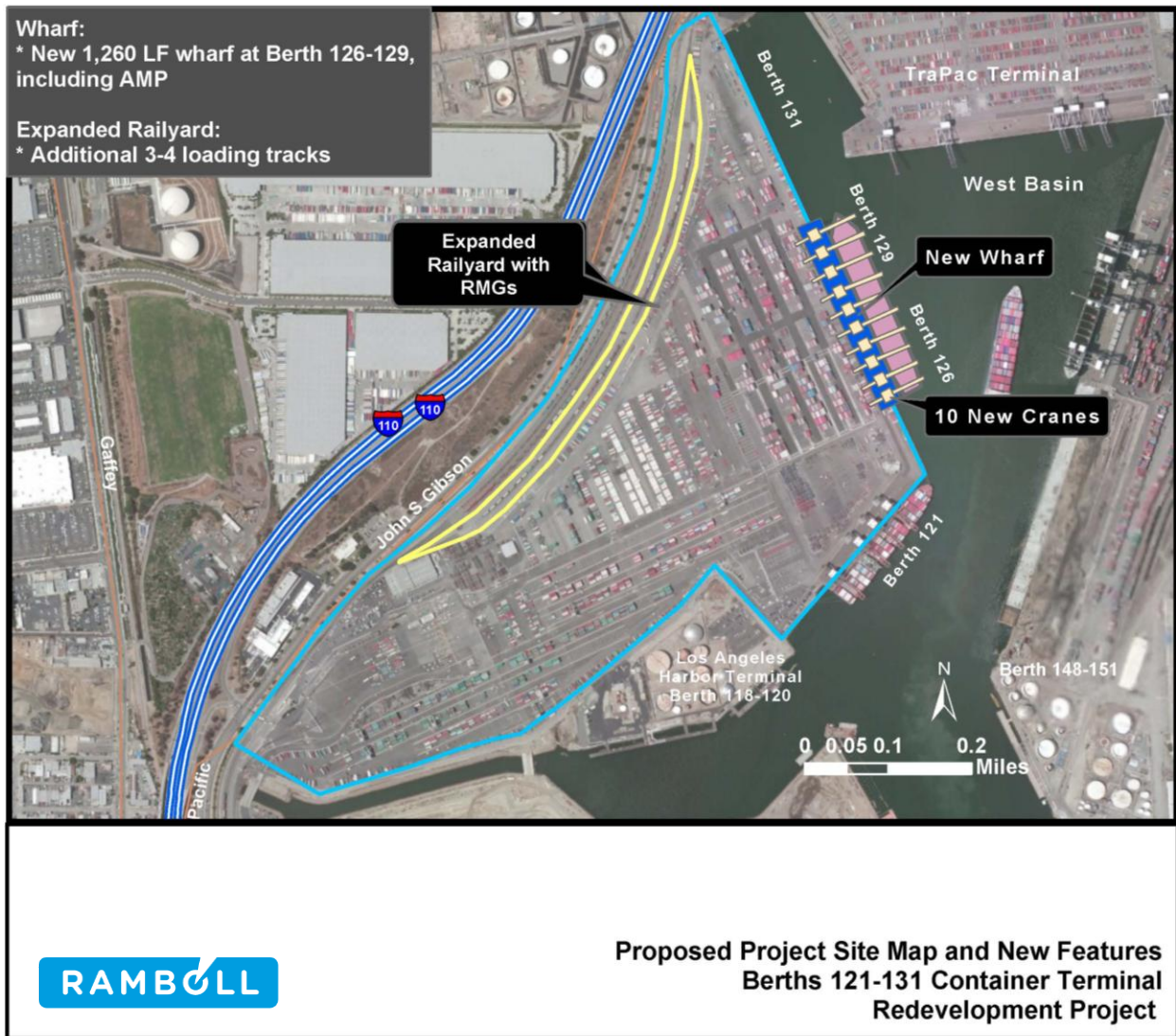
The proposed improvements to Berths 126-129 include dredging to increase the depth from -45 to -53 feet MLLW (with an additional two feet of allowable overdredge depth, for a total depth of 55 feet MLLW). Up to approximately 310,000 cubic yards (cy) of sediments would be dredged. Initial testing of sediment, performed in 2016, indicates the material is not uniform in chemical and physical characteristics throughout the entirety of the dredge footprint and therefore may be suitable for a number of disposal options, including disposal at an approved inland disposal facility, on-/near-site placement, disposal in an approved confined disposal facility (CDF) in the Port, and disposal at the approved LA-2 ocean disposal site. Additional testing will be required before a final determination can be made by the permitting agencies on the suitability of disposal locations for the material. Conservative assumptions resulting in high-end estimates of impacts are included in this Draft EIR. These assumptions include no availability of an in-Port CDF (because that facility is reserved for maintenance and emergency dredging projects), no suitability for beach replenishment or on-/near-site placement, and very limited volume suitable for ocean disposal. Specifically, this 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.

Dredging would be conducted by water-based equipment, typically a single, barge-mounted derrick dredge supported by one or two tugboats and one or two small work boats. The tugboat would position the dredge barge and haul the disposal scows between the dredge site and the disposal site, and the work boats would conduct underwater surveys, haul supplies and personnel, and otherwise support dredging operations. For inland disposal, the dredge material would be placed on land adjacent to the dredge site, managed for de-watering in accordance with applicable water quality permits, and then loaded onto trucks for transport to the disposal site(s). Material taken to LA-2 would be loaded onto dump scows and hauled by tugboats to the disposal site.

### 2.5.1.2 Wharf and Wharf Cranes

The existing 1,260-foot wharf at Berth 126-129 would be demolished and the 990 existing concrete piles supporting it would be removed by a combination of cutting and pulling. Demolition and pile removal would involve both land-based and water-based equipment, including a loader, a forklift, a haul truck, cutting equipment, and a barge/tugboat combination. Demolition debris would be crushed either on site or at a nearby facility, the reinforcing steel would be recycled, and the resultant crushed material would be re-used in Port construction projects (including the Proposed Project) wherever feasible as base for paving.

1 **Figure 2-3. Proposed Project Elements.**



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Deepening the berth would necessitate reconstruction of the rock dike in the footprint of the new wharf. This Draft EIR assumes, to be conservative, that the existing armor rock would be removed and stockpiled onsite until dredging is completed, then replaced (with additional quarry rock if necessary) to protect the new dike. Construction would involve both land-based and water-based equipment, including a loader, a haul truck, and a barge/tugboat/crane combination. The new shoreline would likely be somewhat landward of the existing shoreline and would not result in loss of existing water area, and approximately 0.3 acre of existing soft sediments along the toe of the dike would be covered with rock (see Figure 2-4).

A new, 1,260-foot-long by 100-foot-wide, pile-supported wharf capable of supporting 100-foot-gauge, super-post-Panamax cranes would be constructed at Berths 126-129. The new wharf would be constructed of reinforced concrete and supported by approximately 650 new, 24-inch-diameter, concrete piles that would be driven through the reconstructed shoreline dike and its armor rock by a combination of jetting and impact hammer

1 methods. Pile placement would be accomplished by a land-side crane and/or a water-  
2 based derrick crane barge supported by a tugboat, supply barge, work boat, and pile  
3 delivery trucks. The new wharf would be equipped with new AMP infrastructure to allow  
4 cargo vessels to utilize shoreside electrical power instead of on-board generators while at  
5 berth. The AMP structures would be placed on the new wharf near its landside edge. The  
6 new wharf would be located in the same footprint as the demolished wharf and would not  
7 result in an increase in shading. Construction of the new wharf would result in  
8 approximately 250 fewer concrete piles than the existing wharf.

9 Under the Proposed Project, up to ten new, 100-foot -gauge, single- or dual-hoist, super-  
10 post-Panamax cranes, with their supporting crane rails and electrical infrastructure, would  
11 be installed at the terminal. The crane rails would run parallel to the wharf face; the  
12 waterside rail would be supported by the outer row of pilings and the landside rail by  
13 reinforcement at the top of the rock dike (Figure 2-4). The new cranes would be  
14 approximately 270 feet high at the apex and would have an approximately 240-foot  
15 outreach in order to accommodate loading and unloading of the largest cargo vessels. For  
16 analysis purposes, it is assumed the fully assembled new cranes would be delivered to the  
17 wharf by three specialized cargo ships. The new cranes would operate much like the  
18 existing cranes but would be more energy efficient and capable of reaching across the  
19 largest vessels.

20 The five existing 50-foot-gauge cranes currently in use would remain on the terminal for  
21 use at Berths 121-125. At full buildout, therefore, the Berths 121-131 Terminal would  
22 have up to 15 wharf cranes: the five existing 50-ft-gauge cranes that would operate at  
23 Berths 121-125 and up to ten new 100-ft -gauge cranes at Berths 126-129.

### 24 **2.5.1.3 WBICTF Rail Yard Improvements**

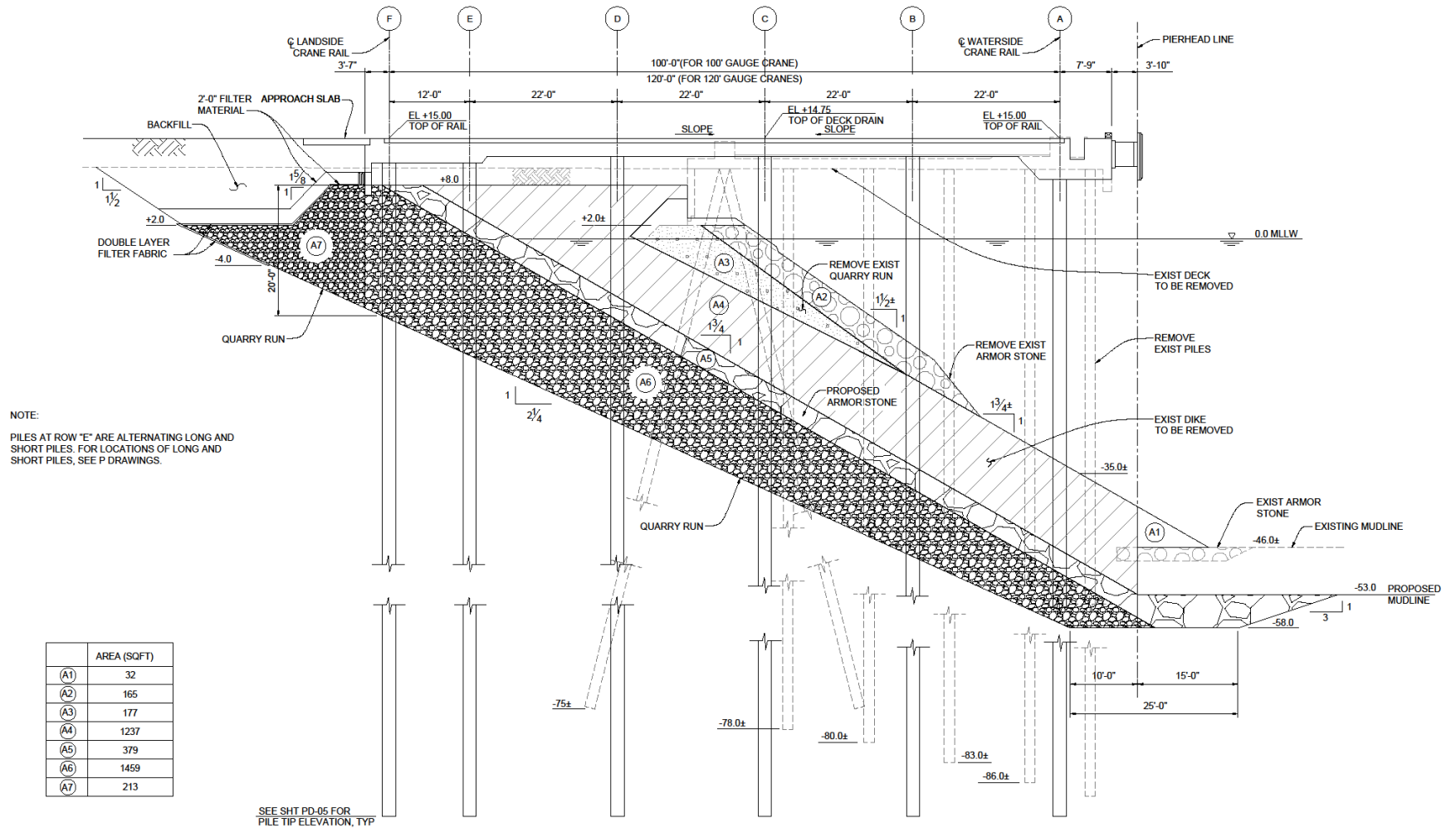
25 Expansion of the WBICTF on-dock rail would include the addition of three or four  
26 3,000-linear-foot rail tracks and the reconstruction of a portion of the backlands to  
27 accommodate the rail expansion. In addition, rails and electrical infrastructure to support  
28 RMGs would be installed, and four to seven RMGs would be delivered, likely by  
29 oceangoing vessels, and installed at the railyard. The RMGs would each be  
30 approximately 150 feet wide and 75 feet high and powered by electricity delivered  
31 through a power trench next to the crane rails. These improvements would involve  
32 grading, paving, striping, lighting, drainage, and utility relocation/modifications as  
33 needed. Construction would involve the use of excavation equipment, a small crane,  
34 paving machines, material delivery trucks, and several pieces of specialized track-laying  
35 equipment, all are assumed to be diesel powered.

### 36 **2.5.1.4 Backlands Improvements**

37 Backlands improvements would also include repaving, re-striping, and relocation of  
38 lighting to accommodate the zero-emissions operation. Relocation or reconstruction of  
39 minor support buildings and other structures could also occur, depending on final design.

40 This document assumes that construction of electrical charging infrastructure is needed to  
41 support the future conversion of CHE to zero-emission technology (this assumption is  
42 conservative because technologies other than electric would require less infrastructure).  
43 Infrastructure constructed as part of the Proposed Project would be a minor element of  
44 the overall construction, consisting of equipment charging stations and pads, upgraded  
45 on-site electrical substations, and trenching for electrical supply feeds.

1 **Figure 2-4. Cross-section of the existing and proposed dike and wharf at Berths 126-129.**



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### 2.5.1.5 Construction Schedule

Construction of the Proposed Project is assumed in the analyses in this Draft EIS/EIR to begin in 2026 and last for approximately 24 months, to the end of 2027. This assumption was reasonable at the time analysis commenced and results in conservative analyses of air emissions, since The actual start date and length of time needed to construct the Proposed Project, including the environmental review process, project design, and associated permitting, cannot be determined with certainty at this time; therefore, the various dates and durations are for planning purposes and to evaluate the potential for environmental impacts.

The Berths 121-131 Terminal would continue to operate, receiving and loading cargo, throughout the entire construction period, although some vessels would likely be diverted to other marine terminals in the Port Complex during portions of the construction. Accordingly, terminal activity during construction would include throughput of between 444,000 and 460,000 TEUs per year, 104 vessel calls at Berths 121-131, and between 423,000 and 439,000 truck one-way trips per year, and between 145 and 150 train trips to and from the on-dock railyard at WBICTF.

Construction is assumed to take place six days per week (Monday through Saturday) except national holidays. In general, construction would occur between 6 a.m. and 6 p.m., although some night construction could be necessary.

## 2.5.2 Proposed Operations

### 2.5.2.1 Lease Conditions

As part of the Proposed Project, the LAHD would enter into a 30-year lease (also known as a Permit) with the terminal's tenant (which may not be the current lessee) to 2055, when the lease would terminate. The lease would continue to require that the premises be used for activities related to operation of a container terminal, and would require compliance with all applicable laws, regulations, and policies. These latter would include, for example, measures adopted as mitigation based on the final EIR, measures to implement Clean Air Action Plan goals and other environmental requirements, as applicable. In addition, the USACE has authority to place special conditions in DA permits specific to USACE jurisdiction.

### 2.5.2.2 Projected Throughput

The Proposed Project would result in a backland-constrained terminal (i.e., capacity limited by the backland area's container-handling capability). Implementation of the Proposed Project would improve the ability of the Berths 121-131 Terminal to accommodate the projected fleet mix that would include vessels up to 14,000 TEU capacity. The Proposed Project would increase the capacity of the terminal from its current maximum of 1,332,000 TEUs per year to an estimated maximum of 1,871,405 TEU in the horizon year (2055); because the terminal is actually expected to reach maximum capacity before 2055 (Table 2-1), the horizon year is generally presented as "2050/2055" in this Draft EIR because 2050 is the year the terminal is expected to reach full capacity but 2055 is the assumed end of the lease term. That maximum capacity forms the basis of the environmental analyses in this Draft EIR in order to evaluate all potential impacts. However, the Draft EIR also analyzes several interim years, as shown in Table 2-1. These include the assumed construction period (2026-2027), 2028 (assumed

1 opening day of the improvements), and 2035 (the first year of fully zero-emissions cargo-  
2 handling equipment), in addition to the horizon year of 2050/2055.

### 3 **2.5.2.3 Vessel Operations**

4 Currently, the Berths 121-131 Terminal can accommodate one small (up to 5,000 TEU  
5 capacity) and one medium-sized (up to 8,000 TEU capacity) vessel concurrently at the  
6 two operating berths. After construction of the Proposed Project, one large (up to 14,000  
7 TEU capacity, the largest that could access the terminal) and one small vessel could be  
8 berthed at the terminal at the same time (the large vessel at Berths 126-129, the small  
9 vessel at Berths 121-125). This Draft EIR assumes that in order for the terminal to  
10 operate at its annual capacity of 1,871,405 TEUs under the Project, a maximum of four  
11 ships (three small and one large) or three ships (two large and one small) could call at the  
12 terminal in any given week, because each berth could handle up to two ships per week,  
13 depending on the size. With the projected mix of vessel sizes, the terminal is anticipated  
14 to receive up to 156 ship calls per year by 2050/2055.

### 15 **2.5.2.4 Truck Operations**

16 Based on the anticipated mode splits for the Proposed Project, the 2050/2055 throughput  
17 of 1,871,405 TEUs would require a total of 6,014 peak daily and 1,668,290 annual truck  
18 one-way trips to haul the approximately 1,400,000 TEUs that would not be handled by  
19 the on-dock WBICTF (Table 2-1). Approximately ten percent of those truck trips would  
20 convey intermodal cargo to off-dock and near-dock railyards, the remainder would  
21 convey local cargo to warehouses and transloading facilities within approximately 500  
22 miles of the Port.

### 23 **2.5.2.5 Rail Operations**

24 Under the Proposed Project, the volume of cargo passing through the Berth 121-131  
25 Terminal's portion of the WBICTF on-dock railyard is expected to increase from 61,574  
26 TEUs in 2019 to a maximum of 475,592 TEUs by 2050/2055. The additional rail tracks  
27 would provide sufficient capacity to handle that increase. Loading, unloading, and  
28 hauling of rail cars would occur as it does under existing conditions, except that railcars  
29 would be loaded and unloaded by the electrically powered RMGs instead of the diesel-  
30 powered, rubber-tired top-handlers currently used. The increased volume of intermodal  
31 cargo would generate an additional 917 trains per year, for an average of approximately  
32 3.7 additional trains per day compared to baseline conditions.

### 33 **2.5.2.6 Cargo-Handling Equipment Operations**

34 At the start of operation of the Proposed Project, in 2028, it is assumed the terminal  
35 would primarily operate diesel-powered cargo-handling yard equipment (CHE).  
36 Equipment turnover prior to 2030 would replace aging units with the cleanest available  
37 CHE units. However, the Proposed Project would include operation of the electric-  
38 powered RMGs in the intermodal railyard and new electrically-powered wharf cranes.

39 Operation of the Proposed Project's cargo-handling equipment would be similar to  
40 existing operations (Section 2.5.4.6) in that containers would be handled by CHE  
41 operated by longshore labor. The terminal would continue to operate with a mixture of  
42 wheeled and grounded modes.

### 2.5.3 Future Zero Emissions Equipment and Infrastructure Planning

Consistent with the goals of the CAAP, the long-term permit issued by LAHD would require the selected tenant to develop and implement a plan to transition to zero emissions cargo handling equipment. Since the number of units, equipment type, and fuel type to be selected by the tenant are unknown at this time, the analysis contained in this document assumes that future construction of electrical charging infrastructure is needed to support the conversion. This could include equipment charging stations and pads, upgraded on-site electrical substations, and trenching for electrical supply feeds. However, this does not preclude the selection of other fueling infrastructure such as hydrogen, which would involve less intensive construction. Equipment could be battery-electric, fuel cell, or another zero-emission technology, depending on the available technologies at the time. Because of those uncertainties, the full buildout of future zero-emissions infrastructure is not included in this Draft EIR; only the installation of some electrical charging equipment, see Section 2.5.1.4 and Section 3.2.4, is included in this analysis. The full buildout of zero-emission technology support infrastructure would be evaluated by a separate environmental document once a specific project is proposed.

By or before 2030, the tenant would be required to replace or purchase the terminal's CHE such that by the end of 2035, all of the equipment would be zero-emission technology, to the extent feasible. The timeline is to ensure that light-duty equipment (e.g., 5-ton forklifts, shuttle buses, sweepers, and light-duty utility trucks) could be transitioned as soon as possible while heavy-duty equipment (e.g., yard tractors, top handlers, heavy-duty forklifts, empty container handlers, and stacking cranes) could be transitioned when the equipment is available and determined to be feasible, such as through the CAAP CHE feasibility assessments.

This analysis also relies on the infrastructure planning timeline and completion of the port-wide Electrical Infrastructure Improvement Program to provide the necessary future power demand required for the West Basin area where the Proposed Project site is located. The Los Angeles Department of Water and Power (LADWP) and the Port have partnered with Electric Power Research Institute (EPRI) to assess current and future electrification needs to meet the CAAP CHE goal. As a result of the Zero-Emission Planning and Grid Assessment for the Port of Los Angeles study dated June, 2023, the Port has been working with LADWP to define the scope and budget for the new electrical power distribution systems and expansion. In April 2024, the Port identified a budget of \$500 million for the port-wide program, which involves upgrades to the main LADWP receiving station in Wilmington and construction of distribution lines, substructures, conduits, and electrical infrastructure to the West Basin area, including a new electrical network station at the Proposed Project site. The timeline for constructing and commissioning the new power distribution system and the supporting network station at the Proposed Project site is estimated to begin by the end of 2030 and last through 2035, subject to securing all necessary permitting and approvals. The LADWP is the lead agency and will be preparing the CEQA document for the port-wide electrical program and is responsible for the design and construction.

## 2.6 Analysis Baselines

To determine whether the proposed action would have significant and unavoidable impacts on the environment, impacts resulting from implementation of the Proposed Project and project alternatives are compared to a baseline condition. The difference between the Proposed Project or project alternative and the baseline is then compared to a threshold to determine if the difference between the two is significant. As discussed in Section 1.6.5 and described below, the NEPA lead agency and CEQA lead agency are using different baselines against which to determine significance.

The NEPA baseline changes over time in response to increases or decreases in activity or other factors that would or could occur at the project site absent federal action, in this case the issuance of a DA permit. The CEQA baseline represents a fixed point in time. The fundamental difference between how the CEQA baseline is characterized and how the NEPA baseline is characterized is described below. Given that the baselines are different, review under NEPA and CEQA could reach different conclusions concerning impacts at a given point in time from the same proposed project activity.

### 2.6.1 CEQA Baseline

CEQA provides for an EIR to assess the significance of a project's impacts in comparison to a baseline that consists of the existing physical environmental conditions at and near the project site. Baseline conditions are normally, but not always, measured at the time of commencement of environmental review of the proposed project. CEQA Guidelines, Section 15125, subdivision (a), provides:

An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

Normally, the baseline year for a container terminal project would be the first full calendar year preceding publication of the NOP, which was April 2014 (i.e., calendar year 2013). However, calendar year 2019 was deemed a more appropriate baseline and is used in this Draft EIR. The basis for that determination is described more fully in the Port's analysis of terminal activity over the past ten years (LAHD 2025), which demonstrates that given the amount of time that has passed since publication of the NOP, the effects of economic downturn in 2020 caused by the COVID-19 pandemic, and various other factors, calendar year 2019 was the most representative of average terminal activity and thus an appropriate CEQA baseline year. For the 12-month period between January 1 and December 31, 2019, the Berths 121-131 Terminal handled approximately 353,924 TEUs. The existing conditions for specific resource areas are described in more detail in Chapter 3.

### 2.6.2 NEPA Baseline

Section 1.5.1 presents the scope of the NEPA analysis and rationale for the NEPA baseline. The evaluation of significance under NEPA (in an EIS) is defined by comparing the proposed project or project alternative to the NEPA baseline scenario in future years.

1 The NEPA baseline is not bound by statute to a “flat” or “no-growth” scenario; rather, it  
2 includes actions that would reasonably be expected to occur in the absence of federal  
3 action, in this case a DA permit. In addition, the NEPA baseline could include  
4 improvements that require a CEQA action, and state or local permits, such as backland  
5 improvements that do not result in impacts to waters of the United States.

6 For this Draft EIR, the No Federal Action Alternative establishes the baseline for analysis  
7 under NEPA. Analysis of the No Federal Action Alternative would include effects of  
8 actions that do not require a DA permit. Specifically, the No Federal Action Alternative  
9 would include the following activities: increased operations and backland improvements  
10 over the life of the project, expansion of the WBICTF on-dock railyard, installation of  
11 minor on-site electrical infrastructure to support zero-emissions cargo-handling  
12 equipment, a new lease with a term through 2055, and growth in goods movement using  
13 existing wharf and berth infrastructure up to the terminal’s maximum physical capacity.

## 14 2.7 Federal Scope of Analysis

15 In general, the scope of federal review for evaluating the potential impacts of a proposed  
16 project focuses on those aspects of the project that affect federal agency jurisdiction. The  
17 USACE has jurisdiction over activities affecting navigable waters and other waters of the  
18 United States, as well as over transport of dredged material for the purpose of ocean  
19 disposal. USACE has no authority or responsibility to regulate activities, such as  
20 backland operations or development activities, that are presently occurring or could occur  
21 absent a DA permit.

22 As presented in Section 1.5.1, under federal law, “the District Engineer should establish  
23 the scope of the NEPA document to address the impacts of the specific activity requiring  
24 the DA permit and those portions of the entire project over which the District Engineer  
25 has sufficient control and responsibility to warrant Federal review” (33 CFR Part 325,  
26 Appendix B).

27 USACE regulations also identify four factors to be considered in determining “sufficient  
28 control and responsibility,” which include:

- 29 1) whether or not the regulated activity represents merely a link in a corridor-type  
30 project;
- 31 2) whether there are aspects of the upland facility in the immediate vicinity of the  
32 regulated activity that affect the location and configuration of the regulated  
33 activity;
- 34 3) the extent to which the entire project would be within USACE jurisdiction; and  
35 4) the extent of cumulative federal control and responsibility.

36 With respect to the first factor, the Proposed Project is a container terminal improvement  
37 project, which consists of wharves and associated cranes, dredging, discharges of dredged  
38 or fill material, backlands development, and rail infrastructure expansion. Thus, it is not  
39 “merely a link” in a corridor-type project, such as a highway or a utility line crossing.

40 Considering the second factor, as the Proposed Project site is an existing container  
41 terminal in the Port, there is a physical link between the backlands, the adjacent wharves  
42 and associated overwater cranes that support the terminal’s operations. While this  
43 consideration might suggest expanding the scope of analysis to include the backlands, the  
44 existing terminal is a fully functioning container terminal that has been operating at this

1 location for over 30 years, and, as such, many of the backland impacts that would or  
2 could occur at the site under the Proposed Project represent non-jurisdictional activities  
3 or operations, and the resultant impacts could occur regardless of whether activities  
4 regulated by the USACE, as proposed, are authorized.

5 In evaluating the third factor, the extent of waters of the United States that would be  
6 affected by the Proposed Project represents a relatively small portion of the  
7 approximately 186-acre proposed project area. With respect to navigable waters of the  
8 United States, the proposed in-water work at Berths 126–129 would affect approximately  
9 seven acres, or approximately four percent, of the total project area.

10 For the fourth factor, other than the requirement to obtain the DA permit, there is no  
11 federal involvement that would warrant broadening the federal scope of analysis, such as  
12 use, transfer, or sale of federal property; federal funding including cost sharing,  
13 guarantee, or financial assistance; or impact to federally listed historic properties,  
14 threatened or endangered species, designated critical habitat, or other federally  
15 recognized natural resources. There is also no other federal agency that controls the  
16 environmental effects of land development on the backland portions of the proposed  
17 project area, and state and local regulations would control the design of the Proposed  
18 Project. Further, the federal and non-federal portions of the Proposed Project could take  
19 place independently of each other. In summary, the environmental consequences of the  
20 whole Proposed Project would not be essentially products of the federal action. Rather,  
21 the environmental consequences would be primarily the product of non-federal interests  
22 and designs.

23 In accordance with USACE regulations, including the four factors considered above, the  
24 appropriate scope of analysis for the federal action consists of permanent and temporary,  
25 direct and indirect impacts to waters of the United States associated with dredging,  
26 dredged material disposal, wharf demolition, slope modification including placement of  
27 new fill and armor rock, wharf re-construction including concrete support piles, the crane  
28 rails, wharf crane replacement, and construction-related activities in backlands that would  
29 take place within 100 feet of the pier head line. Accordingly, the federal scope of analysis  
30 addresses areas which may be affected to complete project elements, including  
31 installation of AMP on the wharf and electrical power to the wharf cranes, and effects  
32 directly attributable to project elements that require a DA permit. The federal permit area  
33 is depicted in Figure 2-2.

34 Based on the Initial Study Checklist (Appendix 2) and scoping comments received,  
35 USACE has identified potentially significant indirect and cumulative effects on  
36 aesthetics, air quality, biological resources, cultural resources, greenhouse gases, hazards  
37 and hazardous materials, water quality, noise, and transportation within the scope of  
38 federal control that could occur as a result of discharges of dredged or fill material into  
39 waters of the U.S., work and structures in navigable waters, ocean disposal of dredged  
40 material, and operation of the Proposed Project due to the replacement of the overwater  
41 cranes. Although operational impacts in the backlands are normally outside the  
42 jurisdiction of USACE, NEPA requires USACE to fully disclose all potentially  
43 significant direct, indirect and cumulative impacts.

44 Accordingly, USACE is preparing an EIS for the Proposed Project and its alternatives  
45 (see Part 1, Draft EIS, of this document). Significance of the Proposed Project or  
46 alternative under NEPA is defined by comparing the impacts of the Proposed Project or  
47 alternative to the NEPA baseline. This comparison represents the incremental difference  
48 between implementation of the Proposed Project or alternative and the future conditions

1 that are likely to occur without federal action, in this case, the issuance of the DA permit.  
2 In this case, the USACE permit decision would focus on direct impacts to the aquatic  
3 environment.

## 4 **2.8 Project Alternatives**

### 5 **2.8.1 Alternatives Evaluated in This Draft EIR**

6 This document evaluates a reasonable range of alternatives to the Proposed Project. The  
7 identification by LAHD and USACE of a reasonable range of alternatives is informed by  
8 legal mandates of LAHD and USACE. The Port is one of only five locations in the state  
9 identified in the Coastal Act (PRC Sections 30700 and 30701) for the purposes of  
10 international maritime commerce. These mandates identify the Port and its facilities as a  
11 primary economic/coastal resource of the state and an essential element of the national  
12 maritime industry for promotion of commerce, navigation, fisheries, and operations of a  
13 harbor. LAHD is required to give highest priority to safe navigation, shipping and  
14 necessary support, and access facilities to accommodate the demands of foreign and  
15 domestic waterborne commerce. Based on existing demand and capacity limitations on  
16 industrial Port uses and Public Trust purposes, all or most of the industrial facilities  
17 adjacent to deep water are needed to accommodate maritime commerce, specifically  
18 containerized cargo over the long term.

19 Including the Proposed Project, seven alternatives were considered during the preparation  
20 of this Draft EIR. Of these, three (Proposed Project, No Project, and No Federal Action)  
21 have been carried forward for detailed co-equal analysis in Chapter 3, Environmental  
22 Analysis.

23 This section first presents a description of the alternatives that are carried forward in the  
24 detailed impact analysis and then describes the remaining alternatives that were  
25 considered but eliminated from further discussion (including the rationale for the  
26 decisions to eliminate the alternatives from detailed analysis). Table 2-2 provides a  
27 summary of the quantitative differences in the construction, operation, and vessel sizes of  
28 the Proposed Project and each of the alternatives. Because the Proposed Project is a  
29 development, State CEQA Guidelines Section 15126.6(e)(3)(B) is directly applicable to  
30 the Proposed Project:

31 If the project is...a development project on an identifiable property, the “no  
32 project” alternative is the circumstance under which the project does not proceed.  
33 Here the discussion would compare the environmental effects of the property  
34 remaining in its existing state against environmental effects that would occur if the  
35 project is approved. If disapproval of the project under consideration would result  
36 in predictable actions by others, such as the proposal of some other project, this  
37 “no project” consequence should be discussed. In certain instances, the “no  
38 project” alternative means “no build” wherein the existing environmental setting  
39 is maintained. However, where failure to proceed with the project will not result in  
40 preservation of existing environmental conditions, the analysis should identify the  
41 practical result of the project’s non-approval and not create and analyze a set of  
42 artificial assumptions that would be required to preserve the existing physical  
43 environment.

1 A more detailed description of each alternative, along with a general discussion of how  
 2 the characteristics of the alternative would result in impacts different from those of the  
 3 Proposed Project, is provided below.

**Table 2-2: Summary of Alternatives**

	<b>CEQA Baseline (2019)</b>	<b>Proposed Project (2050/2055)</b>	<b>Alt. 1: No Project (2062)</b>	<b>Alt. 2: No Federal Action (2062)</b>
Annual TEUs (millions)	0.354	1.871	1.332	1.332
Annual Ship Calls	153	156	208	208
24-hour Peak Day Ship Calls	2	3	3	3
Truck trips (one-way, millions)	0.319	1.602	1.302	1.182
Train trips (one-way)	141	1059	507	768
Operating Cranes	5	15	5	5
Total dredged material (cy)	0	310,000	0	0
<b>Maximum Vessel Size (TEU)</b>				
Berths 121–126	6,500 <sup>1</sup>	6,500	6,500	6,500
Berths 126–129	8,000 <sup>1</sup>	14,000+	8,000	8,000

Note 1: The largest vessels that called in 2019 were 2,000 TEUs and 4,000 TEU at berths 121-126 and 126-129, respectively, but the existing berths could handle the vessel sizes shown.

### 4 **2.8.1.1 Alternative 1 – No Project**

5 The No Project Alternative (Table 2-3) is a CEQA-only alternative. The No Project  
 6 alternative is not evaluated under NEPA because NEPA requires an evaluation of the No  
 7 Federal Action alternative (see Section 2.8.1.2). State CEQA Guidelines Section  
 8 15126.6(e) requires the analysis of a no-project alternative. This no-project analysis must  
 9 discuss the existing conditions as well as what would be reasonably expected to occur in  
 10 the foreseeable future if the Proposed Project is not approved.

11 Under Alternative 1, LAHD would not implement any terminal improvements. None of  
 12 the proposed construction activities would occur in water or in water-side or backland  
 13 areas. No new cranes would be added, no dredging would occur, the WBICTF on-dock  
 14 rail yard would not be expanded, and no backland modifications would occur.

15 The No Project Alternative would not preclude future improvements to the existing  
 16 terminal; however, any change in use, long-term entitlement, or new improvements with  
 17 the potential to have significant impacts on the environment would need to be analyzed in  
 18 a separate environmental document in accordance with CEQA and/or NEPA.

19 Under the No Project Alternative, the existing terminal would continue to operate as an  
 20 approximately 186-acre container terminal. Based on the throughput projections for the  
 21 Port, the terminal would be expected to operate at its existing capacity of approximately  
 22 1,332,000 TEUs in 2062. Any future legally enacted Port-wide environmental program,  
 23 such as a tariff change to support the CAAP measure, would be applied to the No Project  
 24 Alternative, although, generally, applicable tariff changes that conflict with the terms of  
 25 an individual operating lease would not apply. In addition, any adopted rules or

1 regulations, such as from SCAQMD, CARB, or other regulatory agencies, would be  
2 applied to the No Project Alternative.

**Table 2-3: Alternative 1 (No Project)**

Activity	CEQA Baseline (2019)	No Project Alternative		
		2028	2036	2062
Throughput (millions of TEUs)	354,000	478,000	909,000	1,332,000
Annual Ship Calls	153	104	104	156
Peak Day Ship Transits	2	3	3	3
Annual One-Way Truck Trips (millions)	0.319	0.457	0.821	1.302
Annual Train Trips	141	157	503	507
Operating Wharf Cranes	5	5	5	5

3

#### 4 **2.8.1.2 Alternative 2 – No Federal Action**

5 The No Federal Action Alternative required by NEPA (Table 2-4) includes only the  
6 construction and operational activities which would reasonably be expected to occur  
7 without a DA permit, including current and projected increases in goods movement.  
8 These are assumed to include the construction and operation of the proposed WBICTF  
9 on-dock railyard expansion, with the addition of the RMG cranes, described in Section  
10 2.6.1, and the installation of necessary infrastructure to support operation of zero-  
11 emission cargo-handling equipment and the operation of that equipment. To  
12 accommodate expansion of the WBICTF railyard, a new lease would be issued extending  
13 through 2055, and current operations as a marine container terminal would continue.

14 The No Federal Action Alternative would increase the capacity of the WBICTF to handle  
15 intermodal cargo but would not alter the terminal's total capacity, which would continue  
16 to be berth-constrained and would not be reached until 2062. In this Draft EIR the No  
17 Federal Action Alternative is also analyzed under CEQA in order to consider the impacts  
18 of construction and operation of the backland elements (the WBICTF expansion).

**Table 2-4: Alternative 2 (No Federal Action)**

Activity	No Federal Action Alternative and NEPA Baseline		
	2028	2036	2062
Throughput (millions of TEUs)	478,000	909,000	1,332,000
Annual Ship Calls	104	156	208
Peak Day Ship Transits	3	3	3
Annual One-Way Truck Trips (millions)	0.457	0.803	1.182
Annual Train Trips	157	520	768
Operating Wharf Cranes	5	5	5

## 2.8.2 Alternatives Considered But Not Further Evaluated

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agencies may make an initial determination as to which alternatives are ostensibly feasible and therefore merit in-depth consideration, and which are infeasible. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines, Section 15126(f)(2); CEQ Regulations for Implementing NEPA, Section 1502.14(a)). Under CEQA, alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or would not avoid or substantially reduce any significant environmental effects (CEQA Guidelines, Section 15126.6(c)).

A number of alternatives were considered based on comments received on the NOP/NOI and during preparation of this Draft EIR, but were eliminated from further discussion and detailed, co-equal analysis. These alternatives are described below along with an explanation of the rationale leading to their exclusion from further analysis. Alternatives considered but eliminated from further evaluation include the following:

- Expanded Project with Electrification
- Use of West Coast Ports Outside the Port Complex
- Other Sites in the Port Complex.

### 2.8.2.1 Expanded Project with Electrification

#### Description of Alternative

This alternative consists of the project that was proposed and described in the CEQA Notice of Preparation and NEPA Notice of Intent, both issued in April, 2014. The project would be built in two phases. Phase I would consist of deepening Berths 126-129 to -53 ft. Mean Lower Low Water (MLLW; an allowed two-foot overdredge would bring the maximum depth to -55 ft. MLLW), demolishing the existing wharf, constructing a new, 1,260-ft concrete wharf with provision for Alternative Maritime Power (AMP), replacing three existing wharf cranes with up to ten new cranes with 100-ft-gauge crane rails (the new cranes would be approximately 60 feet taller than the cranes currently at the site), and expanding the on-dock railyard known as the West Basin Intermodal Container Transfer Facility (WBICTF) by adding two loading tracks.

Phase I closely resembles the Proposed Project described in Section 2.5.1, except that the expansion of the railyard would be smaller. Phase I construction would take approximately 18 months to complete. Operations would continue during construction. The proposed improvements would increase the terminal's capacity to approximately 1,871,405 million TEUs per year.

Phase II would consist of realigning the pierhead line at Berths 121-125 by demolishing the existing wharf and constructing a new, 1,400-foot wharf with 100-ft-gauge crane rails and provisions for AMP. Realignment of the pierhead line would require cutting back the existing land by 3.7 acres and replacing 2.1 acres of land by filling, for a net gain of 1.6 acres of deep, open-water area. This "cut back" would be required to accommodate the safe transit of the larger vessels to the berth. The fill area would be constructed by placing dredged and imported material, including quarry rock. The new wharf would accommodate up to ten new cranes, for a total of up to 20 on the terminal at full build-out (the five existing cranes would be removed from the terminal). Berths 121-125 would be

1 deepened to -53 ft. MLLW (an allowed two-foot overdredge would bring the maximum  
2 depth to -55 ft. MLLW). Deepening the berth would require dredging and disposing of  
3 dredged material; some of the dredged material would be re-used to create the 2.1-acre  
4 fill.

5 Phase II would also include expanding the WBICTF by lengthening the loading tracks  
6 and adding two more tracks; demolishing existing buildings and constructing new  
7 buildings; disposing of, or relocating elsewhere in the Port, the remaining five existing  
8 cranes; and installing infrastructure and equipment to support electrified operations.  
9 Phase II would include electrically-powered container handling equipment to move  
10 containers around the container yard, load and unload trucks, and manage container  
11 stacks, and electrically-powered rail-mounted gantry cranes to load and unload railcars.  
12 Phase II construction would last approximately five years, and the terminal would  
13 continue to operate during construction. The proposed improvements would raise the  
14 terminal's capacity to approximately 2,400,000 TEUs per year.

15 Once Phase II was complete, both berths would be able to accommodate vessels of up to  
16 14,000 TEU capacity, and the WBICTF would feature modern, electric-powered, rail-  
17 mounted cranes for loading and unloading railcars. In addition, the Berths 121-131  
18 Terminal's container-handling operations would be largely electrified with supporting  
19 infrastructure.

## 20 **Analysis of Alternative**

21 This alternative would meet the objectives of the Project (see Section 2.4), namely,  
22 optimizing land use, providing sufficient depth to accommodate the future fleet of cargo  
23 vessels, improving wharf facilities, and increasing on-dock rail facilities. However, this  
24 alternative would involve substantial rebuilding of the terminal to realign the pierhead  
25 line, construct fill, dredge for a new berth, and electrify the facility.

26 Implementing this scale of project would require the wholesale replacement of existing  
27 facilities and equipment, and is estimated to cost approximately \$1.47 billion (LAHD  
28 2022). A cost of that magnitude far outstrips the market value for terminals in the current  
29 and projected future market environment. Given the proposed 30-year permit term, the  
30 estimated rent that would be required to recover the capital investment would be 5 to 7  
31 times current market rates. As such, a project of this scope cannot be undertaken as the  
32 costs are not economically viable to support the rent that would be required to recover the  
33 capital outlay, even with the projected increase in cargo capacity to approximately  
34 2,400,000 TEUs per year.

35 Due to the substantial capital investment required to construct this alternative and the  
36 inability to recover those costs based on the proposed lease length and current and  
37 projected market parameters, this alternative was found to be economically infeasible and  
38 was eliminated from further consideration.

### 39 **2.8.2.2 Use of West Coast Ports Outside the Port Complex**

40 Under this alternative, the LAHD would not expand the existing Berths 121-131  
41 Terminal but would instead assume that the additional cargo would be accommodated by  
42 U.S. West Coast ports outside the Port Complex (i.e., Port Hueneme, Oakland, Seattle,  
43 Tacoma, and Portland to the north and San Diego to the south). It is important to note that  
44 the LAHD has no authority to direct cargo to ports outside its jurisdictional boundaries.  
45 The LAHD could only refuse to provide the discretionary actions necessary to increase  
46 Port capacity within its own boundaries, thus providing shippers with an incentive to

1 route cargo to other ports. Such a course is not consistent with the Tidelands Trust or  
2 Coastal Act.

3 To evaluate this alternative, it is important to recognize the current and expected role of  
4 the Port in U.S. foreign trade. Between 40 and 45 percent of all the containers handled by  
5 U.S. ports come through the Port Complex (USACE and LAHD 2009), and more than 75  
6 percent of all containers shipped through U.S. West Coast ports pass through the Ports of  
7 Los Angeles, Long Beach, and Oakland because those ports are geographically  
8 positioned to best accommodate Asian trade and have the specialized facilities and  
9 navigational channels of sufficient depth to safely accommodate the new generation of  
10 deep-draft ships, some of which are over 1,300 feet long and draw 50 feet of water  
11 (Marine Insight 2023). In 2019, trade by the Ports of Los Angeles and Long Beach  
12 totaled approximately \$446 billion (CAPA 2021), whereas the value of goods handled by  
13 the ports of Oakland, Seattle, and Tacoma combined was approximately \$117 billion  
14 (CAPA 2021; NoSA 2024). As described in Section 1.2.2, the extensive transportation  
15 connections to the rest of the country make the San Pedro Bay Port Complex a prime  
16 destination for maritime trade.

17 A number of studies of goods movement in California, such as the governor's Goods  
18 Movement Action Plan (Business, Transportation, and Housing Agency and CalEPA  
19 2007) have identified capacity constraints at other U.S. West Coast ports. A review of  
20 U.S. West Coast ports other than Long Beach (i.e., Tacoma, Seattle, Oakland, San Diego,  
21 Port Hueneme, and Portland) shows that their combined 2019 throughput of containers  
22 (approximately 6.5 million TEUs) was considerably below that of the Port of Los  
23 Angeles (9.3 million TEUs; USDOT 2020).

24 San Diego, Port Hueneme, and Portland handle nominal quantities of containers. In  
25 addition, San Diego and Port Hueneme do not have the depths required to service larger  
26 container vessels expected to be required in the future to transport the throughput  
27 associated with the Proposed Project, and would require substantial channel and berth  
28 deepening to accommodate the larger vessels.

29 The other major U.S. West Coast container ports have operated at or near current  
30 physical capacity and have recently expanded, or are undergoing expansion, to  
31 accommodate their projected future throughput demand. Although small temporary  
32 diversions from the Port can be accommodated elsewhere, large permanent diversions  
33 would, in the long-term, require substantial further physical improvements at other major  
34 U.S. West Coast ports to accommodate even the incremental increase in throughput  
35 associated with the Proposed Project.

36 This alternative would not meet the underlying fundamental purpose of optimizing  
37 container handling efficiency and capacity within the Port, and would actually conflict  
38 with this purpose because the demand for containerized throughput within the Port of Los  
39 Angeles is expected to grow over the long-term, based on cargo forecasts. In addition,  
40 this alternative would not be consistent with the following Project objectives:

- 41 • optimize the use of existing land at the Berths 121-131 Terminal and associated  
42 waterways in a manner that is consistent with the LAHD's public trust  
43 obligations;
- 44 • provide sufficient depth to ensure the terminal's ability to accommodate the  
45 number and size of container ships anticipated to call at the terminal in the  
46 foreseeable future;

- 1 • improve the wharf facilities at the terminal to accommodate loading/unloading of  
2 those larger ships; and
- 3 • increase on-dock rail facilities to accommodate projected increases in the volume  
4 of containers through the terminal as a result of the larger ships.

5 Improvements necessary, for other U.S. West Coast ports to meet the objectives of the  
6 Proposed Project would generate environmental impacts similar to or more pronounced  
7 than those associated with the Proposed Project. Moreover, even with the expansion of  
8 other ports, the volume of cargo moving through the Port is expected to grow in the long-  
9 term. Because use of other U.S. West Coast Ports would not achieve Proposed Project  
10 objectives to promote the long-term development and growth of the Port, and would not  
11 otherwise meet the Project objectives, this alternative is considered infeasible.

#### 12 **2.8.2.4 Other Sites in the Port Complex**

13 Under this alternative, the LAHD would develop or expand and reconfigure a different  
14 container terminal in such a way as to accommodate an additional 539,000 TEUs by 2050  
15 (the incremental throughput difference between the Proposed Project and the No Project  
16 Alternative or No Federal Action Alternative). It is likely that berth dredging and wharf  
17 upgrades and extensions would be needed to accommodate the additional vessel traffic;  
18 the need for additional landfill would be site-dependent. Increased backland acreage  
19 would also be required.

20 This alternative would not achieve any of the Project objectives, which focus on  
21 optimizing, expanding, and improving water-dependent facilities at Berths 121-131.  
22 Moreover, other container terminals within the Port Complex already have approved  
23 terminals or expansions, or are expected to be expanded and modernized with associated  
24 NEPA/CEQA review in the near future. There are no other large tracts of land in the Port  
25 with water access and with a minimum of -53-foot MLLW channel depth available at this  
26 time that have the potential to support container terminal operations under the Proposed  
27 Project. Furthermore, as described in Section 1.2.3.1, there is a need for container  
28 terminals within the Port to accommodate larger vessels and forecasted cargo demand.  
29 The following two locations within the Port Complex were considered:

#### 30 **Alternative Location within the Port of Los Angeles**

31 One alternative site for a new marine container terminal or supplemental backlands  
32 within the Port of Los Angeles was considered but rejected as infeasible. The former  
33 LAXT site is approximately 78 acres and does not have direct water access (rail lines are  
34 located between the LAXT site and Seaplane Lagoon). The only feasible way to use the  
35 LAXT site for stand-alone marine container operations would be to reconfigure the on-  
36 dock railyard on Pier 300 (at the Fenix Marine Terminal) and the associated rail lines that  
37 travel between the LAXT site and Seaplane Lagoon. However, there is no alternate rail  
38 line corridor if the LAXT site is developed as a container terminal. In addition, vessels  
39 would have to access the LAXT site via the shallow water habitat adjacent to Pier 300,  
40 which would also require substantially greater in-water construction (dredging of the  
41 shallow water habitat and the Seaplane Lagoon, and new wharf construction) than the  
42 Proposed Project. Such activities would result in substantial impacts to a mitigation site  
43 and to other biological resources, including loss of California least tern foraging habitat  
44 and substantial eelgrass beds. Due to the site constraints and substantial environmental  
45 impacts, use of the LAXT site as an alternative marine container terminal site to the  
46 Proposed Project site was determined to be infeasible.

## Alternative Location within the Port of Long Beach

Locations outside of the Port of Los Angeles are not feasible alternatives to the Proposed Project, primarily because any site outside of the Port is beyond the jurisdiction of the Board of Harbor Commissioners (BOHC) and, thus, not subject to BOHC approval. The chief candidate within the Port Complex but outside of the Port of Los Angeles for an alternative container terminal location is the Port of Long Beach because that port is similar in size to the Port, has modern container terminals, relatively deep-water access, and is geographically close. However, the Port of Long Beach faces future increases in cargo volumes and projected vessel size increases similar to those forecasted for the Port of Los Angeles (see Section 1.2.3). To satisfy that demand, the Port of Long Beach, like the Port of Los Angeles, is implementing its own program of modernization and expansion of container terminals. Furthermore, even if the proposed container terminal could be located in the Port of Long Beach, it would have impacts very similar to those of the Proposed Project at the Port of Los Angeles, given the proximity of the two ports.

Theoretically, containerized cargo for the region could be handled by the Port of Long Beach instead of by the Port of Los Angeles. However, relying on a Port of Long Beach location would not address the need to improve Port of Los Angeles facilities to be able to accommodate larger vessels, nor would a Port of Long Beach location meet the Project objectives of maximizing container land use and operations consistent with the Port Master Plan or promote the long-term development and growth of the Port of Los Angeles. In addition, as described in Section 1.2.3 (San Pedro Bay Ports Cargo Growth and Port Capacity), both ports have forecasted growth that would exceed their respective capacities within the planning horizon. Accordingly, both ports anticipate needing container terminal development beyond currently planned capacity optimization and maximization to accommodate future cargo forecasts. Furthermore, given the proximity of the two ports, diverting cargo to the Port of Long Beach would not eliminate the environmental impacts of that cargo on area communities and natural resources. Because the use of a location within the Port of Long Beach would not meet the fundamental Project purpose or objectives, the Port of Long Beach location has been rejected as an alternative location for a replacement or supplemental container terminal to the existing terminal.