Executive Summary

ES.1 Introduction

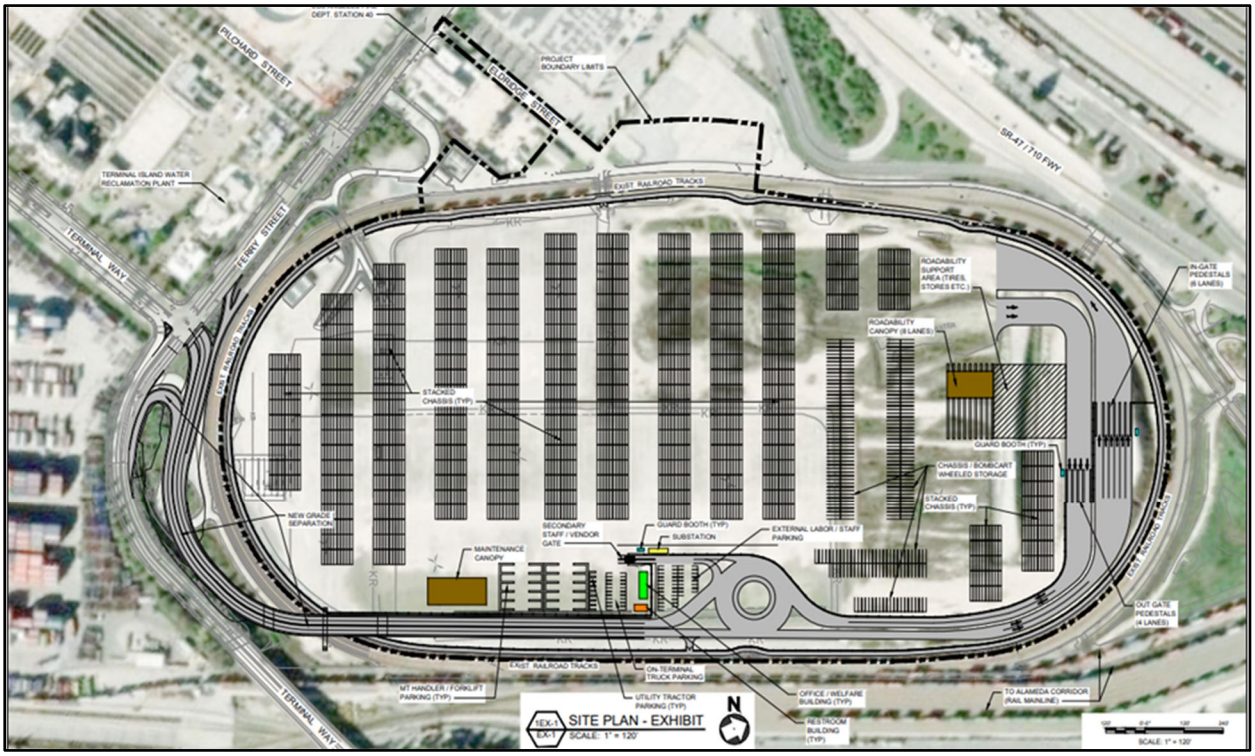
This Final Environmental Impact Report (EIR) has been prepared by the Los Angeles Harbor Department (LAHD) to evaluate environmental impacts related to the construction and operation of the Terminal Island Maritime Support Facility (MSF) (MSF Project or "Proposed Project"). The Project site (Figure ES-1) occupies approximately 89.2 acres, including approximately ~~73~~ 71 acres of usable space within "the loop" at 740 Terminal Way, San Pedro at the Port of Los Angeles (Port or POLA). LAHD proposes to construct and operate a chassis support and/or empty wheeled container storage facility, including office/welfare buildings, canopy structures, restrooms, guard booths, Maintenance and Repair (M&R) facilities, chassis stalls (i.e., parking spaces), and appurtenant water and electrical infrastructure, that would allow for additional chassis and empty wheeled container storage and increased efficiency on-terminal. This EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (State CEQA Guidelines). Specifically, this Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that the EIR should contain a brief summary of the proposed actions and their consequences and should identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the lead agency; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects. Throughout the Executive Summary are references to various chapters and sections in the EIR where detailed information and analyses can be reviewed.

ES.2 Purpose of the EIR

The EIR will be used to inform decision-makers and the public about the potential significant environmental effects of the Proposed Project and alternatives. The Draft EIR ~~is also~~was provided to the public for review, comment, and participation in the planning process from September 15 to October 30, 2025. After public review and comment, a Partially Revised and Recirculated Draft EIR was prepared to address commenter concerns regarding the methodologies used in the Draft EIR to calculate potential Project emissions. This Partially Revised and Recirculated Draft EIR was also provided to the public for review from January 26 to March 11, 2026. Accordingly, this Final EIR ~~will be~~was prepared ~~that will~~ includinge responses to comments on the Draft EIR and Partially Revised and Recirculated Draft EIR received from agencies, organizations, and individuals. Thise Final EIR ~~will~~ provides the basis for decision-making by the CEQA lead agency, as described below. Thise Final EIR ~~will then~~ provides the basis for

decision-making by the LAHD. Several other agencies (federal, State, regional, and local) have jurisdiction over some part of the Proposed Project, or a resource area affected by the Proposed Project and are expected to utilize this Final EIR as part of their approval or permit processes.

Figure ES-1. Proposed Project Site



ES.2.1. CEQA Analysis Overview

The LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601; California Tidelands Trust Act of 1911) and the California Coastal Act (PRC Division 20 Sections 30700 et seq.). The LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a landlord by leasing Port properties to more than 300 tenants. The actions under consideration by LAHD involve physical changes to the environment that would have potentially significant impacts, as determined in the Notice of Preparation/Initial Study (NOP/IS) for the Proposed Project (Final EIR Appendix A). Accordingly, an EIR is required. This EIR evaluates the direct, indirect, and cumulative impacts of the Proposed Project in accordance with the provisions set forth in the State CEQA Guidelines. It will be used to address potentially significant environmental issues. The primary intended uses of this EIR by LAHD are (1) to inform agencies considering permit applications and other actions required to construct, lease, and operate the selected alternative; (2) to inform the public of the potential environmental consequences of the Proposed Project and alternatives; and (3) to adopt mitigation measures that, where possible, will reduce or eliminate significant environmental impacts.

ES.2.2. Project Objectives

The Project objectives are to:

- issue a Term Permit or Permits for the operations of a chassis support facility or facilities for up to 25 years;
- optimize the use of existing land to support chassis storage;
- reduce inefficient chassis trips: currently, bobtails (truck tractors) are sometimes not able to obtain a chassis in the terminal and need to go to another terminal to retrieve a chassis and then return to the same terminal to retrieve a container, thus resulting in additional inefficient truck trips and vehicle miles traveled;
- provide a full-service depot that would increase the efficiency of terminal operations by providing storage, maintenance, repair, and stop/start functions of chassis, and/or wheeled empty container storage;
- advance POLA's zero-emission cargo-handling equipment goals by requiring their exclusive use at the site by January 1, 2030.

ES.2.3. CEQA Baseline

Consistent with LAHD practice, the CEQA baseline for the Project consists of conditions in calendar year 2023, the first full calendar year preceding publication of the NOP/IS on December 7, 2023. In 2023, activity within the boundaries of the Project site during the first quarter was comprised of empty container storage. Since the second quarter of 2023 activity has ceased, as the site was vacated and is not operated by any entity. The baseline conditions for specific resource areas are described in more detail in Chapter 2, *Project Description*. However, for purposes of defining the CEQA baseline, it is considered that activities at the Project site during 2023 are primarily negligible; accordingly, the majority of the baseline for the CEQA analyses reflects zero activity.

ES.3 Proposed Project

ES.3.1. Overview

The Proposed Project includes construction and operation of a chassis support and container storage facility at the Port, on Terminal Island. Additional elements of the Proposed Project include an amendment of the Port Master Plan to change the site's land use designations of Maritime Support (23.6 acres), Liquid Bulk (53.3 acres), and Container (12.3 acres) to a dual designation of Maritime Support and Container for the area within "the loop" and issuance by the LAHD of a 25--year entitlement (if completed by an applicant; no entitlement needed if completed by LAHD). The Project site is located at 740 Terminal Way, San Pedro, at the Port Terminal Island and is bounded by Navy Way to the east, Ferry Street to the west, Terminal Way to the south, and State Route (SR) 47 to the north (Figures 2-1 and 2-3).

ES.3.2. Project Construction

Construction of the Proposed Project is described in detail in Section 2.5.2, *Construction*. The Proposed Project would include development of the approximately 89.2~~80~~-acre site for use as a chassis depot and ancillary empty container storage facility. Construction of the Proposed Project would span approximately 24 months. Proposed construction activities for the site include:

- installation of asphalt concrete to pave approximately ~~75~~ 73 acres of the 89.2-acre site for backland storage use;
- installation of stormwater drainage and sewage systems in compliance with the City of Los Angeles Low Impact Development (LID) Ordinance and City of Los Angeles Bureau of Sanitation (LA Sanitation & Environment) requirements;
- installation of approximately 7,000 linear feet (lf) of chain-link fencing for the perimeter of the site (additional chain link fencing on k-rails would be required to separate areas for different operators, if necessary);
- installation of approximately 3,600 chassis stalls (e.g., parking spaces) at 90 degrees, plus chassis/bombcart wheeled storage stalls, forklift, and utility tractor rig (UTR) parking;
- installation of 40 high mast light poles (maximum height of 100 feet);
- as-needed installation of vaults, switchgears, transformers, associated concrete pads/foundations, and conduit for electrical connections;
- installation of approximately 40 fire hydrants;
- installation of charging and fueling infrastructure;
- construction of a Los Angeles Department of Water and Power (LADWP) substation;
- construction of up to two approximately 10-foot by 40-foot office/welfare buildings;
- installation of up to four corrugated metal M&R canopies;
- construction of up to four approximately 30-foot tall, 16,000 sf, neutral tone steel canopy structures above a concrete foundation for use as roadability canopies, with an accompanying roadability support area (roadability center), up to ~~four~~eight approximately 200-sf longshore restrooms, and up to ~~12~~eight approximately 300-sf guard booths; and
- interior modification (e.g., replace carpet, repair utilities, repaint interior, etc.) of an approximately 2,900-square-foot (sf) office building at 750 Eldridge Street that can be shared among multiple operating companies/tenants (existing potable water connection, toilets, sinks, and sanitary sewer are available).

ES.3.3. Project Operation

Operation of the Proposed Project is described in detail in Section 2.5.3, *Operation*. Under the Proposed Project, a chosen operating company/tenant (or multiple companies/tenants) would operate a chassis support facility, which could provide: chassis storage, M&R facilities, and/or wheeled empty container storage. Yard equipment to support operations would include fourteen 30,000-pound forklifts, fourteen 10,000-pound forklifts, and two UTRs. Operations under the Proposed Project would occur under a new entitlement for up to 25 years.

ES.4 Alternatives

ES.4.1. Alternative 1 – No Project Alternative

State CEQA Guidelines Section 15126.6(e) requires the analysis of a no-project alternative. This analysis must discuss the existing conditions as well as what would be reasonably expected to occur in the foreseeable future if the Proposed Project is not approved. Under the No Project Alternative (Alternative 1), the Project site would remain unused. Conditions under this alternative would remain the same as baseline conditions, as no construction or operational activities would occur. No other proposed development at the site has been permitted or approved.

ES.4.2. Alternative 2 – Reduced Project Alternative

Under the Reduced Project Alternative (Alternative 2), the Project site area would be reduced by about half, from 89.2 acres to ~~52.7~~ 51.7 acres (~~73~~ 71 acres [usable space]/2 + 16.2 acres other/outside loop). The number of buildings and structures to be constructed and operated at the site would be reduced by half. This alternative would include the same modifications and operation of the existing office building at 750 Eldridge Street and construction of the LADWP substation like the Proposed Project. Other construction and operational activities would be similar to the Proposed Project, but with reduced intensity given the smaller area. For example, less asphalt concrete, stall striping, lighting, and fencing would be installed due to the reduced footprint.

ES.4.3. Alternatives Considered But Not Further Evaluated

Two alternatives were considered based on comments received during the public scoping period (December 7, 2023 – January 22, 2024) and in coordination with LAHD, as discussed in Section 5.2.3, *Alternatives Considered But Not Further Evaluated*, and include:

- Container Storage Only Alternative; and
- Half Peel-Off Alternative.

These alternatives were eliminated from further consideration because they would not meet most of the basic Project objectives, were deemed infeasible, or would be unable to avoid or substantially lessen one or more of the significant environmental impacts of the Proposed Project (State CEQA Guidelines Section 15126.6(c)).

ES.4.4. Environmentally Superior Alternative

CEQA requires identification of an environmentally superior alternative. The environmentally superior alternative is the alternative found to have an overall environmental advantage compared to the other alternatives based on the impact analysis in the EIR (Chapter 3). Table 5-2 in Chapter 5, *Comparison of Alternatives*, presents a comparison of the Proposed Project and each alternative for each resource area analyzed in this EIR.

The No Project Alternative (Alternative 1) is identified as having the fewest impacts because no construction or operations would occur. However, CEQA requires that if the environmentally superior alternative is the No Project Alternative, another alternative be identified as environmentally superior (State CEQA Guidelines Section 15126.6(e)(2)). Accordingly, the Reduced Project Alternative (Alternative 2) was evaluated. Based on the comparison, the Reduced Project Alternative (Alternative 2) impacts would be less severe than those of the Proposed Project ~~and~~, although it would not avoid the significant and unavoidable air quality impact from NOx emissions during operations at full buildout (~~2046~~2049). ~~Accordingly, the Reduced Project Alternative (Alternative 2) could be considered the environmentally superior alternative.~~

The Reduced Project Alternative (Alternative 2) would ~~satisfy~~accommodate the Project objectives (Section ES.2.2, *Project Objectives*), but to a lesser degree, as it would reach capacity faster than the Proposed Project and would have a reduced ability to decrease container dwell time for empty containers at the marine terminal, inefficient chassis trips, double-handling of empty containers, and increase on-terminal efficiency by having sufficient readily available chassis. Improving efficiencies reduces the wasteful use of nonrenewable resources (e.g., fossil fuel), number of truck trips, and greenhouse gas (GHG) emissions; therefore, the greater long-term operational efficiency of the Proposed Project would offset the Project-specific NOx emissions and greater short-term construction impacts making the Proposed Project the "~~e~~Environmentally ~~s~~Superior ~~a~~Alternative."

ES.5 Environmental Impacts

Based on the NOP/IS (Final EIR Appendix A), the following issues have been determined to be potentially significant and are therefore evaluated in this EIR:

- Air Quality and Health Risk
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials

The criteria for determining the significance of environmental impacts are described for each issue in Chapter 3, *Environmental Analysis*. Chapter 4, *Cumulative Analysis*, discusses the cumulative impacts of the Proposed Project and the alternatives. Chapter 5, *Comparison of Alternatives*, compares the alternatives, Chapter 6, *Significant Irreversible Changes*, summarizes the Proposed Project's significant, irreversible commitments of resources, and Chapter 7, *Growth-Inducing Impacts*, discusses growth-inducing impacts. Summary descriptions of the impacts, mitigation measures, and residual impacts for the Proposed Project and alternatives are provided in Table ES-1.

ES.5.1. Impacts Not Considered in this EIR

The scope of this EIR was established based on the NOP/IS issued by LAHD on December 7, 2023 (Final EIR Appendix A), and on the comments received by agencies and members of the public during the scoping period. The NOP/IS concluded that certain topics would result in a less-than-significant or no impact and need not be evaluated in the EIR. Accordingly, the EIR does not analyze aesthetics, agriculture and forestry, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

ES.5.2. Impacts of the Proposed Project and Alternatives

Table ES-1 provides a summary of the impacts of the Proposed Project and alternatives, as well as Project Features (PF) and mitigation measures (MM) to reduce impacts.

Table ES-1: Summary of Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
3.1 Air Quality and Health Risk				
Proposed Project	**AQ-1:** Would the Proposed Project result in emissions that exceed the SCAQMD regional thresholds of significance for construction emissions?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-2: Would the Proposed Project result in off-site ambient air pollutant concentrations that exceed the SCAQMD thresholds of significance?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-3: Would the Proposed Project result in operational emissions that exceed SCAQMD peak day regional emission thresholds of significance?	Operation emissions would be significant for NOx in all operational years ~~Potentially Significant~~	**PF AQ-1:** Zero-Emission Operational Equipment **MM AQ-1:** Zero-Emission Cargo-Handling Equipment	Significant and Unavoidable
	AQ-4: Would the Proposed Project result in off-site ambient air pollutant concentrations that exceed SCAQMD thresholds of significance?	Less Than Significant	Mitigation Not Required	Less Than Significant

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
Proposed Project (Continued)	**AQ-5:** Would the Proposed Project expose receptors to significant levels of TACs?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-6: Would the Proposed Project conflict with or obstruct implementation of an applicable air quality plan?	Less Than Significant	Mitigation Not Required	Less Than Significant
Alt 1 – No Project	**AQ-1:** Would Alternative 1 result in emissions that exceed the SCAQMD regional thresholds of significance for construction emissions?	No Impact	Mitigation Not Required	No Impact
	AQ-2: Would Alternative 1 result in off-site ambient air pollutant concentrations that exceed the SCAQMD thresholds of significance?	No Impact	Mitigation Not Required	No Impact
	AQ-3: Would Alternative 1 result in operational emissions that exceed SCAQMD peak day regional emission thresholds of significance?	No Impact	Mitigation Not Required	No Impact
	AQ-4: Would Alternative 1 result in off-site ambient air pollutant concentrations that exceed SCAQMD thresholds of significance?	No Impact	Mitigation Not Required	No Impact
	AQ-5: Would Alternative 1 expose receptors to significant levels of TACs?	No Impact	Mitigation Not Required	No Impact
	AQ-6: Would Alternative 1 conflict with or obstruct implementation of an applicable air quality plan?	No Impact	Mitigation Not Required	No Impact
Alt 2 – Reduced Project	**AQ-1:** Would Alternative 2 result in emissions that exceed the SCAQMD regional thresholds of significance for construction emissions?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-2: Would Alternative 2 result in off-site ambient air pollutant concentrations that exceed the SCAQMD thresholds of significance?	Less Than Significant	Mitigation Not Required	Less Than Significant

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
Alt 2 – Reduced Project (Continued)	**AQ-3:** Would Alternative 2 result in operational emissions that exceed SCAQMD peak day regional emission thresholds of significance?	Operation emissions would be significant for NOx in all operational years ~~Less Than Significant~~	~~Mitigation Not Required~~ **PF AQ-1:** Zero-Emission Operational Equipment **MM AQ-1:** Zero-Emission Cargo-Handling Equipment	Significant and Unavoidable ~~Less Than Significant~~
	AQ-4: Would Alternative 2 result in off-site ambient air pollutant concentrations that exceed SCAQMD thresholds of significance?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-5: Would Alternative 2 expose receptors to significant levels of TACs?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-6: Would Alternative 2 conflict with or obstruct implementation of an applicable air quality plan?	Less Than Significant	Mitigation Not Required	Less Than Significant
3.2 Energy				
Proposed Project	**EN-1:** Would the Proposed Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant	Mitigation Not Required **PF AQ-1:** Zero-Emission Operational Equipment **MM AQ-1:** Zero-Emission Cargo-Handling Equipment	Less Than Significant
Alt 1 – No Project		No Impact	Mitigation Not Required	No Impact
Alt 2 – Reduced Project		Less Than Significant	Mitigation Not Required **PF AQ-1:** Zero-Emission Operational Equipment	Less Than Significant

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
3.3 Greenhouse Gas Emissions				
Proposed Project	**GHG-1:** Would the Proposed Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	~~Less Than Potentially~~ Significant	~~Mitigation Not Required~~ **MM GHG-1:** GHG Reduction Offsets **PF AQ-1:** Zero-Emission Operational Equipment **MM AQ-1:** Zero-Emission Cargo-Handling Equipment	Less Than Significant
	GHG-2: Would the Proposed Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant	Mitigation Not Required	Less Than Significant
Alt 1 – No Project	**GHG-1:** Would Alternative 1 generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No Impact	Mitigation Not Required	No Impact
	GHG-2: Would Alternative 1 conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact	Mitigation Not Required	No Impact
Alt 2 – Reduced Project	**GHG-1:** Would Alternative 2 generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant	Mitigation Not Required **PF AQ-1:** Zero-Emission Operational Equipment **MM AQ-1:** Zero-Emission Cargo-Handling Equipment	Less Than Significant

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
Alt 2 – Reduced Project (Continued)	**GHG-2:** Would Alternative 2 conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant	Mitigation Not Required	Less Than Significant
3.4 Hazards and Hazardous Materials				
Proposed Project	**HAZ-1:** Would the Proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?	Potentially Significant	**MM HAZ-1:** Characterize Soil, Soil Vapor, and Groundwater Contamination	Less Than Significant
Alt 1 – No Project		No Impact	Mitigation Not Required	No Impact
Alt 2 – Reduced Project		Potentially Significant	**MM HAZ-1:** Characterize Soil, Soil Vapor, and Groundwater Contamination	Less Than Significant

ES.5.2.1. Unavoidable Significant Impacts

This EIR has determined that implementation of the Proposed Project would result in significant and unavoidable impacts related to:

- **Air Quality ~~and Health Risk~~:** Operational NOx emissions would result in a significant unavoidable impact related to Air Quality ~~and Health Risk~~ for the Proposed Project and Reduced Project Alternative (Alternative 2) (Impact AQ-3), even after implementation of PF AQ-1 (*Zero-Emission Operational Equipment*) and MM AQ-1(*Zero-Emission Cargo-Handling Equipment*). No other significant unavoidable impacts related to Air Quality ~~and Health Risk~~ would occur for the Proposed Project or alternatives.

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

This EIR has determined that implementation of the Proposed Project would result in significant impacts that can be mitigated related to:

- **GHG Emissions:** The total annual amortized construction and operations emissions would result in a significant GHG emissions impact (Impact GHG-1) throughout the operational life of the Proposed Project. MM GHG-1 (*GHG Reduction Offsets*) would require carbon offsets to be purchased and retired to offset the equivalent amount of GHG emissions generated by the Project in excess of LAHD's significance threshold of 10,000 metric tons carbon dioxide equivalent ($MTCO_2e$) per year. From the first year of the Permit(s), through the end of the term of the Permit(s), carbon offsets shall be purchased and retired each

year in an amount that would be the equivalent of the Project's estimated residual GHG emissions. In addition, PF AQ-1 (*Zero-Emission Operational Equipment*) and MM AQ-1 (*Zero-Emission Cargo Handling Equipment*) would be implemented, requiring that all yard equipment be zero-emissions models by January 1, 2030, and that all cargo handling equipment be zero-emissions models by the start of operations if feasible but no later than January 1, 2030, respectively.

- **Hazards and Hazardous Materials:** The existing contaminated soil, groundwater, and soil vapor at the Project site would result in a significant hazards and hazardous materials impact (Impact HAZ-1) during construction and operations. MM HAZ-1 (*Characterize Soil, Soil Vapor, and Groundwater Contamination*) would ensure that contaminated soil, groundwater, and soil vapor in areas of Project disturbance and where proposed buildings and structures would be built are characterized to allow for implementation of appropriate handling, storage, and reuse or disposal, including use of suitable personal protective equipment by workers, as part of the Soil Management Plan, and proper design of a vapor intrusion mitigation system (VIMS) and vapor monitoring, if needed. Additionally, compliance with the LADBS General Methane Mitigation Requirements (LAMC Section 91.7103), as enforced by the City of Los Angeles Fire Department, would reduce the potential for adverse health impacts to workers in Project site structures from methane.

ES.5.2.3. Summary of Less-than-Significant Impacts

This EIR has determined that the Proposed Project and alternatives would result in less-than-significant impacts without mitigation for the following issues.

- **Air Quality:** Environmental impacts due to construction and operational emissions and related off-site ambient air pollution concentrations; exposure of receptors to significant levels of toxic air contaminants (TACs) during construction; and conflict with or obstruct implementation of an applicable air quality management plan (AQMP).
- **Energy:** Environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy; and conflict/obstruct state or local renewable energy plan.
- **Greenhouse Gas Emissions:** Environmental impacts due to ~~the generation of GHG emissions; and~~ conflict with plans, policies, or regulations for reducing GHG emissions.

ES.5.2.4. Cumulative Impacts

This EIR defines cumulative impacts as the changes in the environment resulting from the incremental impact of the Proposed Project and alternatives when added to other closely related recent, current, and reasonably foreseeable future projects. This definition is consistent with State CEQA Guidelines Section 15355(b). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

A list of related projects in the general area of the Port that could contribute to cumulative impacts was developed (Table 4-1). The Proposed Project and the alternatives were analyzed in conjunction with those related projects to assess the potential to contribute to significant cumulative impacts. Cumulative impact evaluations for each resource are included in Chapter 4 of this EIR.

The analysis concludes that the Proposed Project and alternatives would make no cumulatively considerable contributions to significant cumulative impacts in any resource areas under CEQA, with the exception of Air Quality ~~and Health Risk~~. While there would be no health risk impact, ~~T~~the Proposed Project~~'s~~ and Reduced Project Alternative (Alternative 2) would result in NOx emissions during operations that would be significant and therefore cumulatively considerable, resulting in a cumulatively significant impact.

ES.5.2.5. Significant Irreversible Changes to the Environment

As discussed in Chapter 6 of this EIR, implementation of the Proposed Project would require the use of non-renewable resources, including energy (fossil fuels and electricity) and non-renewable construction materials. Most of the energy uses would represent irretrievable expenditures of nonrenewable resources, although some electricity would be provided by renewable sources and would not represent an irretrievable and irreversible commitment. The minimal irreversible changes likely would be justified by the economic growth in the area, which the Proposed Project would provide. The Proposed Project would also reduce inefficient use of nonrenewable sources at the Port by reducing container dwell time for empty containers at the marine terminal, reducing inefficient chassis trips, providing on-terminal efficiency by providing a centralized location with readily available chassis, providing a full-service depot to improve the efficiency of terminal operations, and providing off-terminal maritime support to increase the efficiency of goods movement in the Port. The irreversible changes associated with the Proposed Project are considered justified under CEQA.

ES.5.2.6. Growth-Inducing Impacts

As discussed in Chapter 7 of this EIR, the Proposed Project would directly accommodate future economic growth by increasing on-terminal efficiency and efficiency of goods movement in the Port but would not foster population growth in the Port's region of influence (Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County). Although the Proposed Project would improve on-terminal and goods movement efficiency in the Port, this change would not in itself stimulate significant population growth. Further, it would not remove obstacles to population growth, nor would it necessitate construction of new community facilities that would lead to additional growth in the surrounding area.

ES.6 Public Involvement

During the NOP/IS scoping process, individuals and agencies provided comments on the scope and content of the Draft EIR. The scoping period lasted from December 7, 2023, until January 22, 2024, and included one virtual scoping meeting on January 9, 2024. Table 1-2 in Chapter 1, *Introduction*, presents a summary of the relevant comments on

the NOP/IS and where a particular comment would be addressed in this EIR. Key comments provided general guidance on preparing the air quality and GHG emissions analyses, requested consideration of the Vertical Chassis storage system, that the Terminal Island remain as is, and that the operator (if chosen) be identified.

A Draft EIR was distributed to various government agencies, organizations, and individuals for a 45-day public review period, which started on September 15, 2025 and ended on October 30, 2025. The Draft EIR was also made available for review at LAHD's Environmental Management Division located at 425 South Palos Verdes Street, San Pedro, CA 90731, and online at the Port's website. One virtual public hearing was held during the public review period for the Draft EIR on October 1, 2025. No verbal comments were received at the virtual public hearing. During the public review period, five comment letters were received. These letters will be maintained as part of the project record; formal responses are provided in Chapter 10 (*Responses to Comments*) of this Final EIR.

A Partially Revised and Recirculated Draft EIR was also distributed to various government agencies, organizations, and individuals for a 45-day public review period starting on January 26, 2026 and ending on March 11, 2026. The Partially Revised and Recirculated Draft EIR was also made available for review at LAHD's Environmental Management Division located at 425 South Palos Verdes Street, San Pedro, CA 90731, and online at the Port's website. No public hearings were held for the Partially Revised and Recirculated Draft EIR. One comment letter was received during the Partially Revised and Recirculated Draft EIR review period. This letter will be maintained as part of the Project record; a formal response is provided in Chapter 10 (*Responses to Comments*) of this Final EIR.

ES.7 Areas of Controversy

During the 2025 Draft EIR public/agency comment period, the California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) expressed concerns regarding the basis for estimating air pollutant emissions from Proposed Project construction and operations. Revisions to the emissions basis requested included updating haul truck distances for export soil during construction based on specific disposal facility or landfill locations and adjusting truck on-site idling times during Project operations to more accurately reflect on-site queuing, security checks, staging, loading, and unloading operations. These concerns were resolved through the Recirculated Draft EIR process. No additional areas of controversy have been identified by LAHD.

ES.8 Issues to be Resolved

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain issues to be resolved; this includes whether or how to mitigate significant impacts. This section discusses the major issues to be resolved regarding the Proposed Project. The major issues to be resolved include decisions by the lead agency as to whether:

- This EIR adequately describes the environmental impacts of the Proposed Project;
- The recommended mitigation measure(s) should be adopted or modified; or
- The Proposed Project should or should not be approved for implementation.