



# Berths 212-224 (YTI) Container Terminal Improvements Project Final EIR

November 7, 2014



# Presentation Outline

- Summary of Proposed Improvement Project
- Review of Environmental Assessment
- Review of Issues Raised by Commenters
- Staff Recommendations
- Board Actions Required:
  - Certification of the EIR
  - Approve the Project

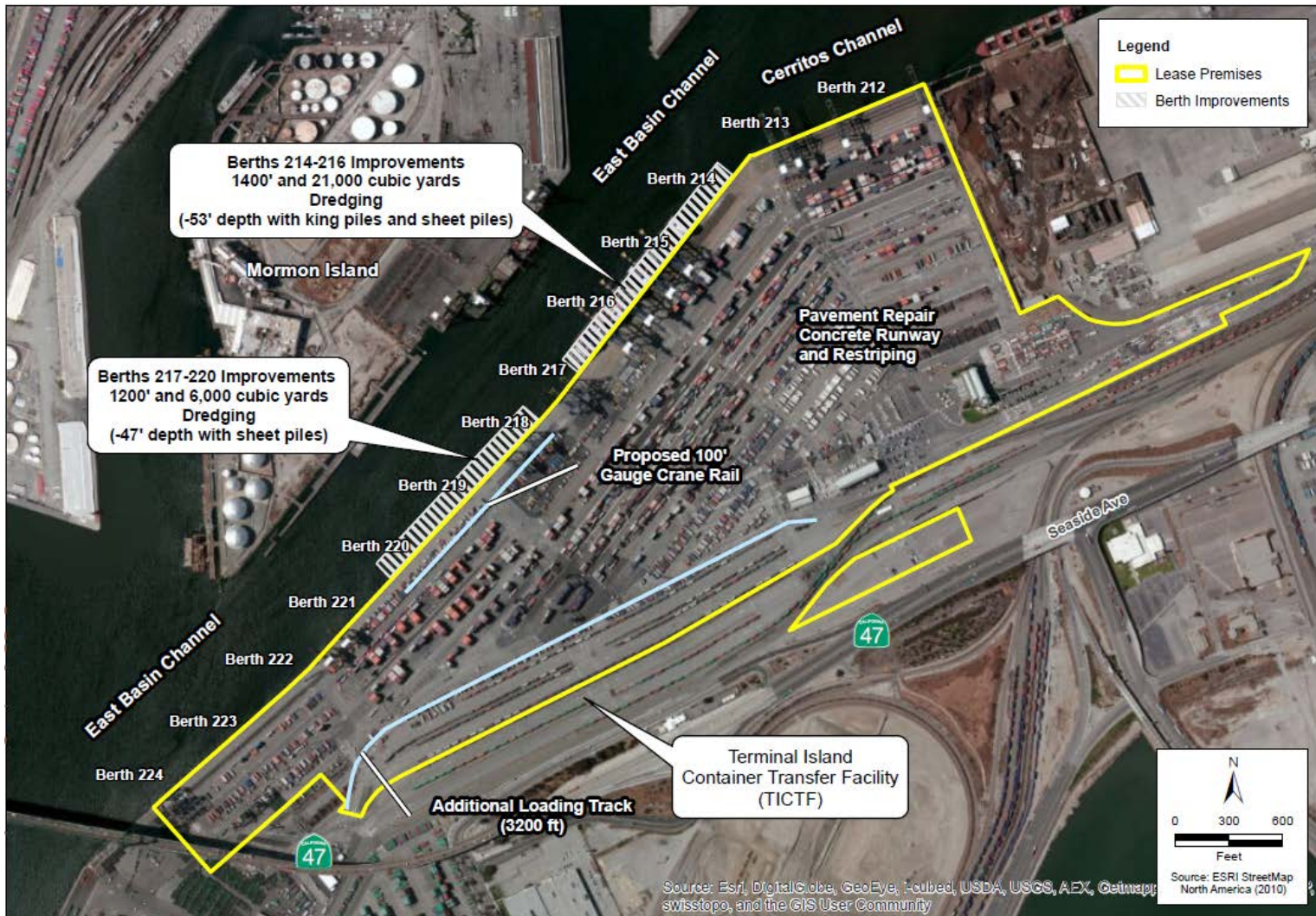
# Project Objectives

- Allow Yusen Terminals, Inc. to become “big ship ready”
- Improve terminal efficiency
- Promote better use of on-dock rail
- Optimize use of lands consistent with Tidelands Trus

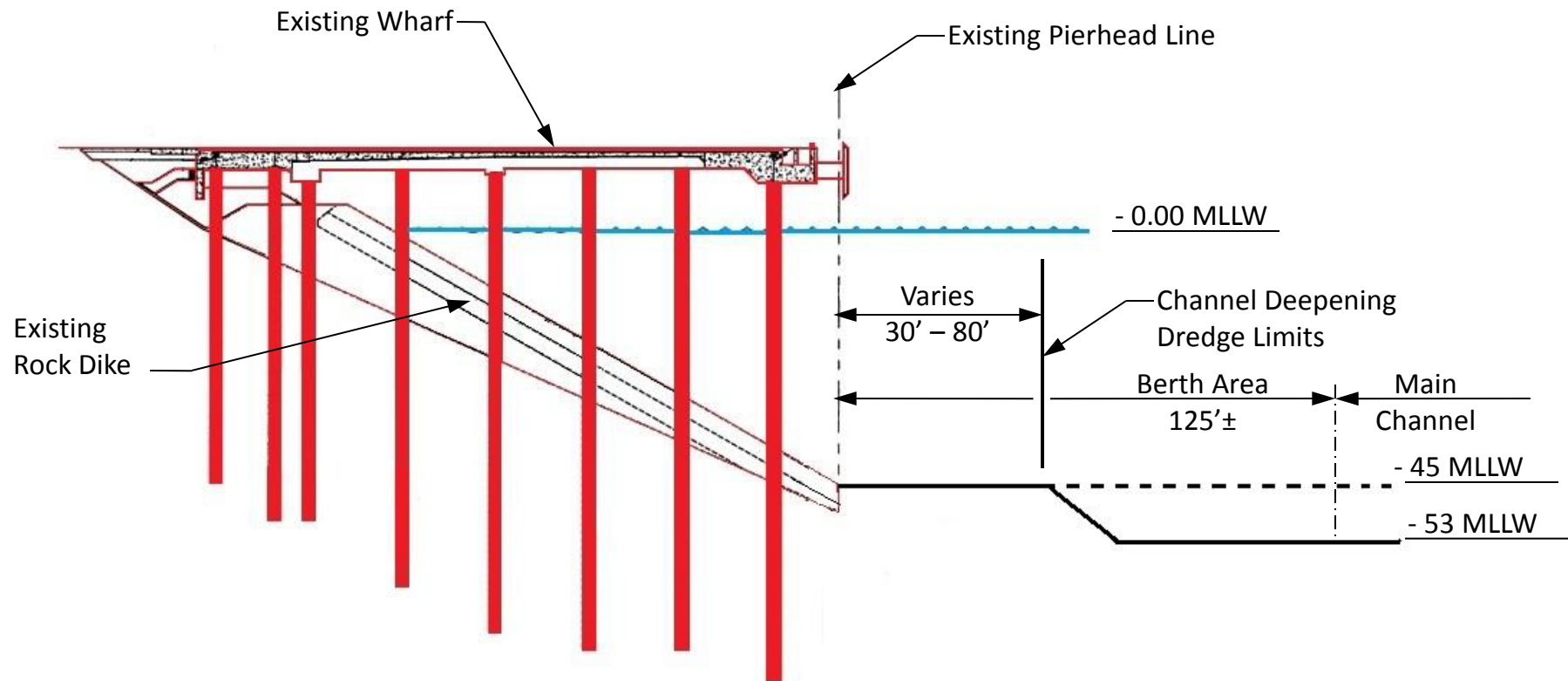
# Proposed Terminal Improvements

- Increase depth at two berths
- Modify wharfs to accommodate larger cranes
- Extend/raise/add new cranes
- Improve/repair surface backland areas
- Add a track to existing on-dock rail facility

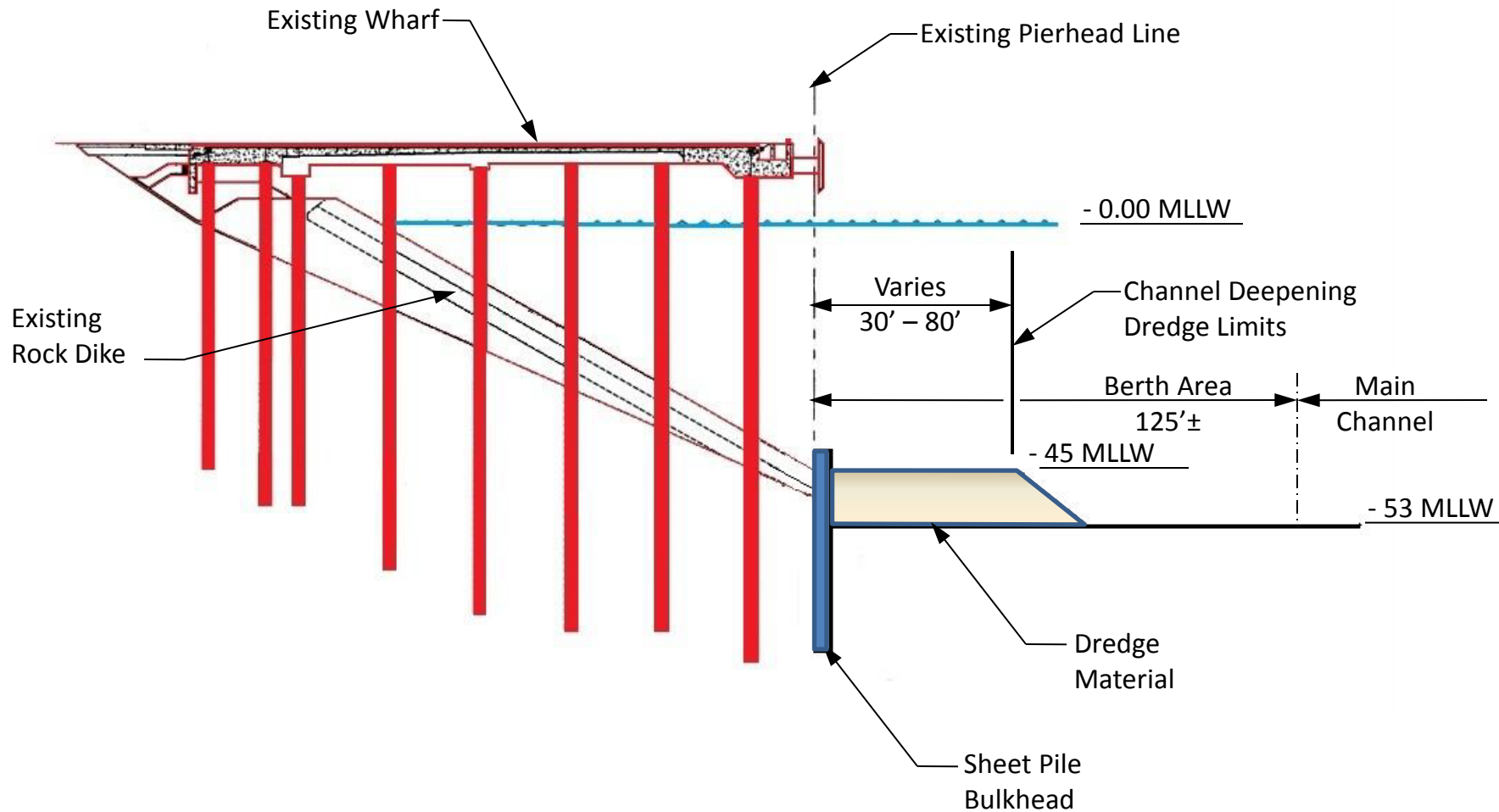
# Yusen Terminals Inc.



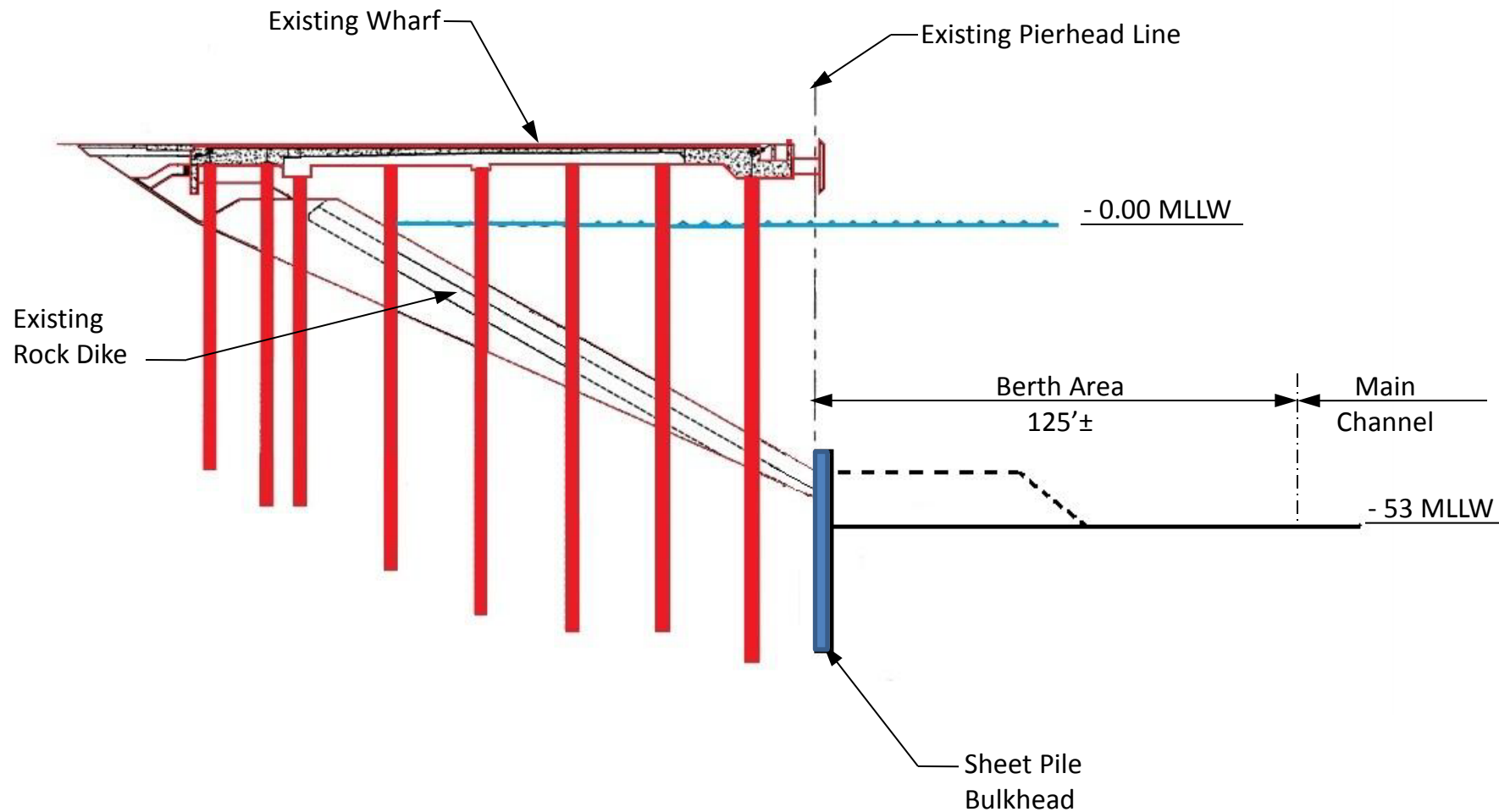
# Post Channel Deepening Condition



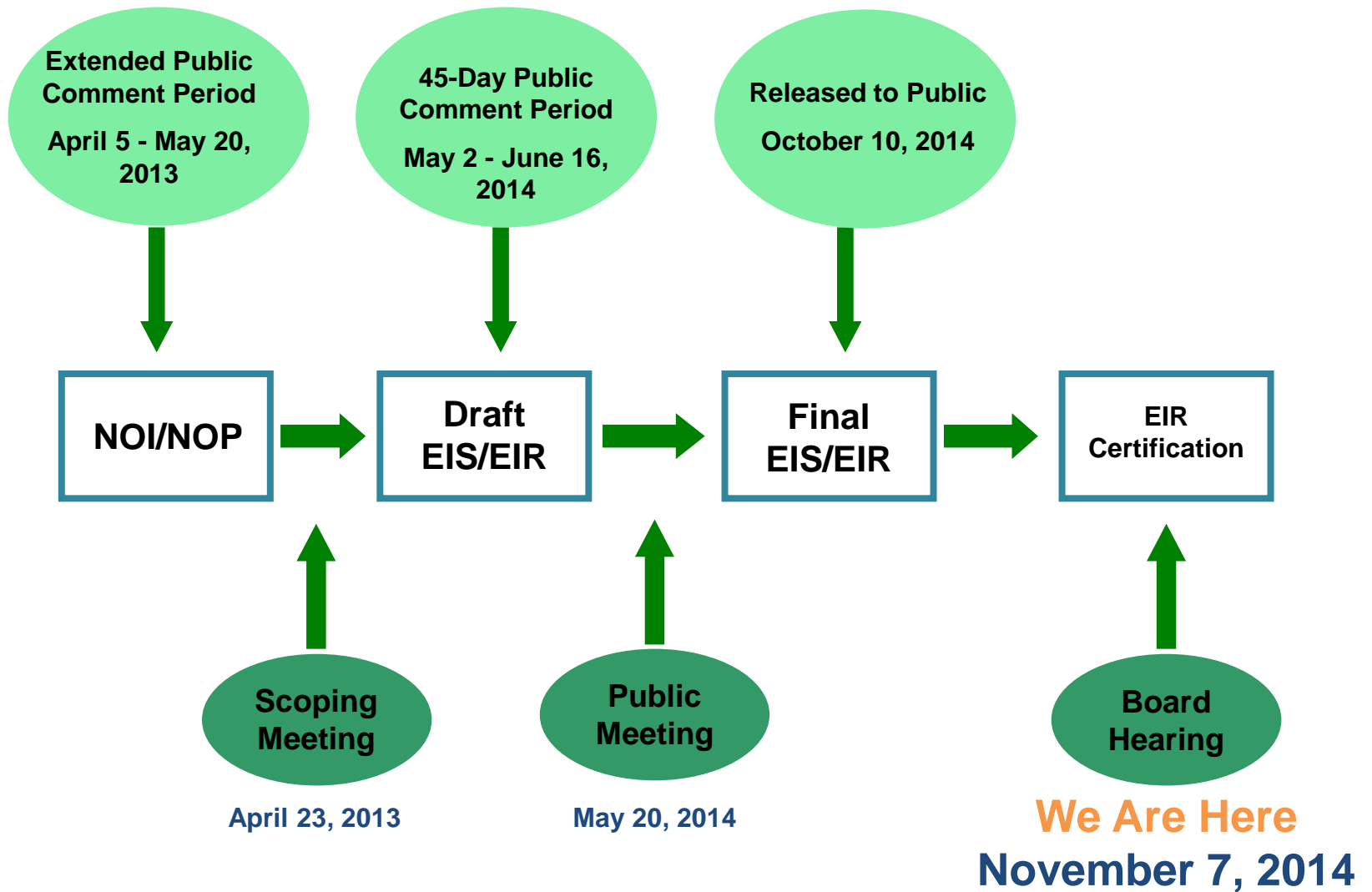
# Wharf Upgrade - Bulkhead



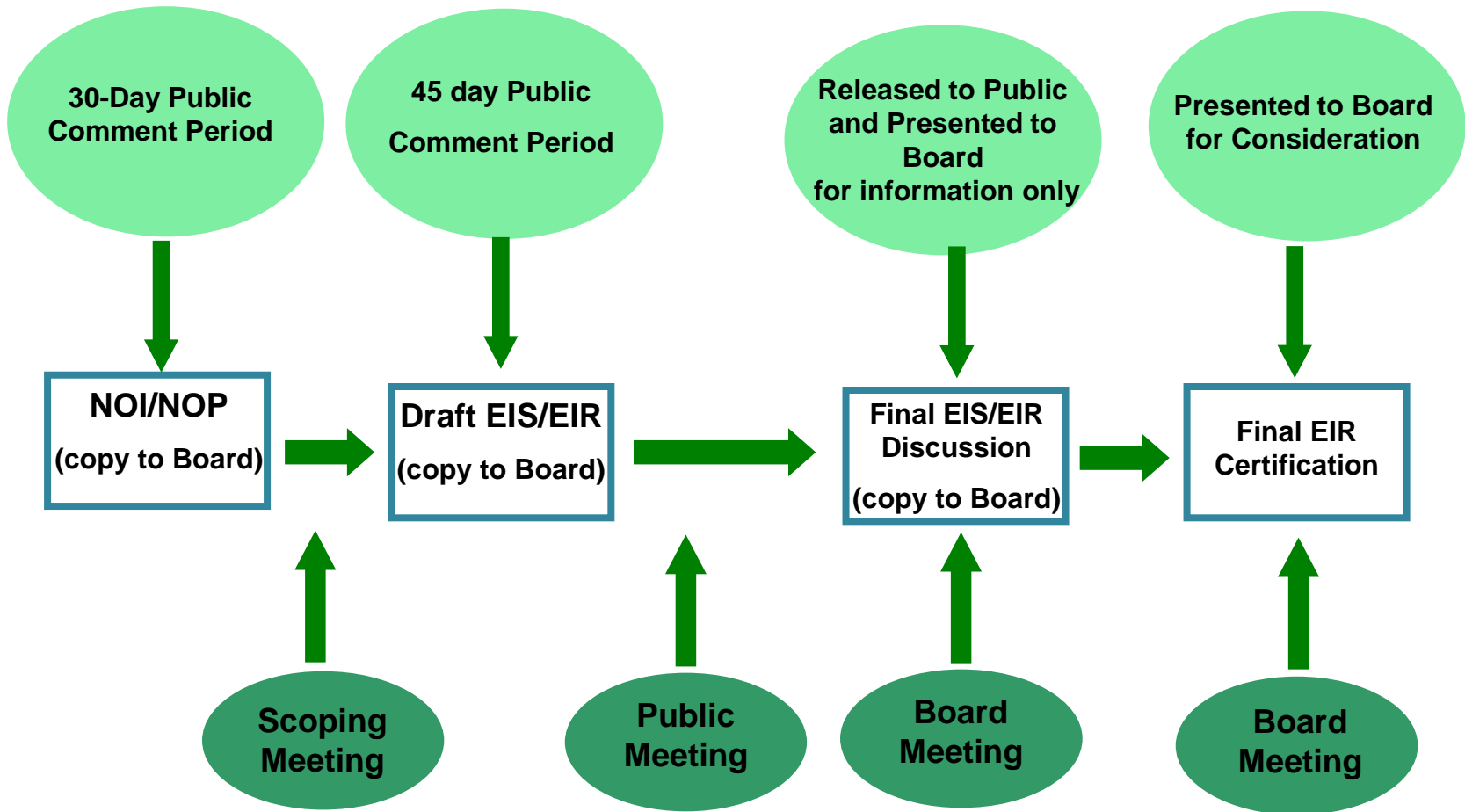
# Wharf Upgrade - Bulkhead



# YTI Environmental Review Timeline



# New Environmental Review Timeline



# Environmental Assessment

- Combined California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) assessments
- Assessments evaluate environmental impacts of proposed modifications
- Impacts measured against established significance thresholds

# Environmental Impacts

- When Impacts Reach Significance Thresholds
  - **CEQA imposes a duty to apply all feasible mitigation**
  - **Feasibility based on technical, financial and operational considerations**
- Alternatives must also be studied to determine if a potential significant impact can be avoided or reduced
- Cumulative Impacts considered to evaluate combined effects of existing and foreseeable projects

# Project Alternatives

- No Project (required under CEQA)
- No Federal Action (required under NEPA)
- Reduced Project: Improve Berths 217-220 Only

# Environmental Impacts

- 15 Resource Areas Studied
- Impacts **did not reach significance thresholds** for the following resource areas:
  - Aesthetics
  - Cultural Resources
  - Geology
  - Ground Transportation
  - Hazards & Hazardous Materials
  - Marine Transportation
  - Public Services
  - Utilities & Service Systems
  - Water Quality, Sediments, and Oceanography

# Environmental Impacts

- Impacts *did reach significance thresholds* for the following resource areas, but *feasible mitigation measures were able to reduce the impact* to below the significance thresholds:
- Groundwater and Soils
  - MM GW-1:** Soil Sampling, Testing, and Treatment
  - MM GW-2:** Contamination Contingency Plan
- Noise
  - MM NOI-1:** Noise Reduction procedures to be imposed during Pile Driving
  - MM NOI-2:** Erect Temporary Noise Attenuation Barriers

# Environmental Impacts

- Impacts *did reach significance thresholds* for the following resource areas, and feasible *mitigation measures were not able to reduce the impact* to below the significance thresholds:
  - Air Quality and Meteorology
  - Biological Resources
  - Greenhouse Gas Emissions
  - Cumulative Impacts
    - Aesthetics
    - Air Quality and Meteorology
    - Biological Resources
    - Greenhouse Gas Emissions
    - Noise

# Air Quality: Construction

- Peak day mass emissions exceed SCAQMD thresholds after mitigation for  $PM_{2.5}$ ,  $NO_x$ , CO and VOC criteria pollutants
- Peak day concentrations exceeded Federal and State 1-hour  $NO_2$ 
  - MM AQ-1 through MM AQ-7: Sustainable Construction Guidelines
  - MM AQ-8: General Mitigation Measure for technology substitution
  - Construction-related on-road truck measure strengthened from 2007 to 2010 engine standards in response to SCAQMD comment
  - Fugitive dust measure strengthened in response to SCAQMD comment

# Air Quality: Operations

- Peak day mass emissions exceed SCAQMD thresholds after mitigation for NO<sub>x</sub>, CO and VOC in all study years
- Peak day concentrations exceeded for Federal and State 1-hour NO<sub>2</sub>, and 24-hour and annual PM<sub>10</sub>
- Exceeds 10 in 1 million cancer risk threshold for marina-based and occupational receptors after mitigation
  - MM AQ-9: Vessel Speed Reduction Program (VSRP)
  - MM AQ-10: Alternative Maritime Power (AMP)
  - LM AQ-1: Periodic Review of New Technology and Regulations – strengthened in response to public comments on Final EIR/EIS
  - LM AQ-2: Substitution of New Technology by Tenant
  - LM AQ-3: Container Ship Engine Emissions Reduction Technology Improvements – added in response to SCAQMD comment on Draft EIR/EIS
  - LM AQ-4: Zero./Near Zero Demonstration Project – Added in response to comments on Final EIR/EIS

# Biological Resources

- Operations would have significant and unavoidable impacts related to the introduction of invasive species via vessel hulls and ballast water
  - Impact is identified because with more ship calls, the potential exists for more invasive species impacts
  - State Lands, Coast Guard and EPA have regulations to address this, and we have had good success at avoiding these impacts in the past

# Greenhouse Gas Emissions

- Exceeds SCAQMD threshold of 10,000 metric tons per year (mty) in all study years (2017, 2020, 2026) after mitigation from all Project sources combined
  - MM GHG-1: Energy Audit
  - MM GHG-2: LED Lighting
  - MM GHG-3: Recycling
  - MM GHG-4: Carbon Offsets for Certain GHG Emissions – added in response to public comment on the Draft EIR/EIS and further modified to include contributions to a local GHG grant program to be developed by staff
- Harbor Department Solar Program

# Key Issues Raised by Commenters prior to the October 16, 2014 Board Meeting

- Timing for consideration of Final EIS/EIR
- Advanced Maritime Emissions Control System (AMECS)
- Advanced Locomotive Emissions Control System (ALECS)
- Zero Emissions Drayage Trucks and Cargo Handling Equipment
- Health Impact Assessment (HIA)
- Assessment of Cumulative Impacts of Health Problems and Socioeconomic Impacts

# Key Issues Raised by Commenters prior to the October 16, 2014 Board Meeting

- On-dock rail should be constructed adjacent to the ships
- Magnetic Levitation (MagLev Train)
- Further Assessment of Environmental Justice
- Project Exceeds 10 in 1 million cancer risk threshold
- Project Exceeds NO<sub>x</sub> standard
- Need to offset GHG emissions

# Key Issues Raised by Commenters prior to the October 16, 2014 Board Meeting

- Project prevents achievement of Air Quality Management Plan
- Invest climate mitigation in Wilmington and San Pedro
- Project Exceeds NO<sub>2</sub> standard

# Errata to the Final EIR

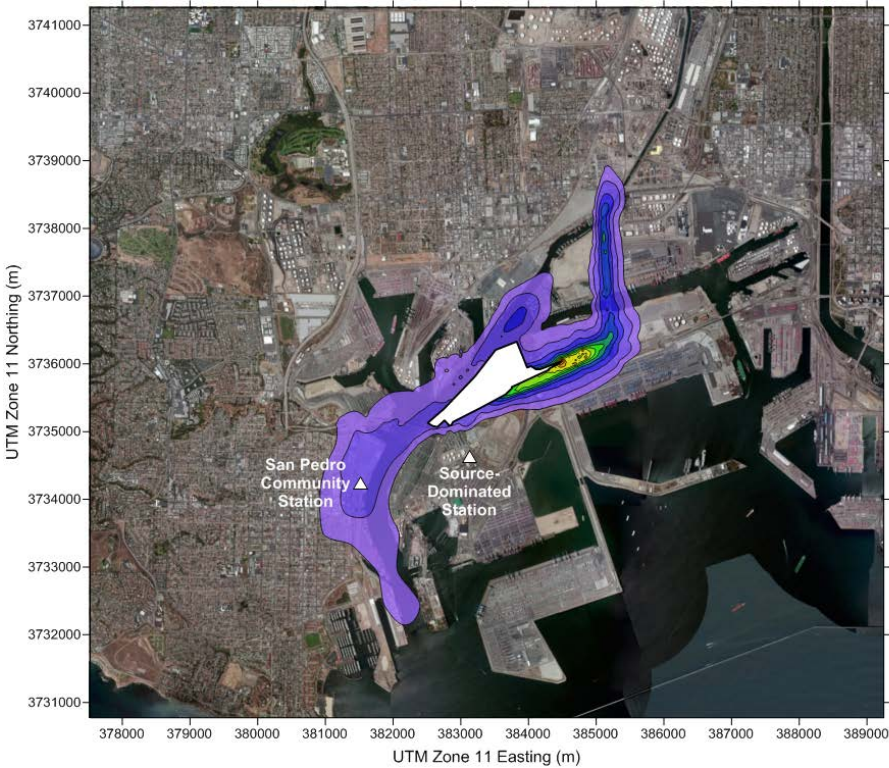
- Measures modified or added:
  - LM AQ-1: Periodic Review of New Technology and Regulations (modified)
  - LM AQ-4: Zero or Near-Zero Emissions Demonstration Project (new)
  - MM GHG-4: Carbon Offsets for Certain GHG Emissions (modified)

# YTI Facility Peak Federal 1-hour NO<sub>2</sub>



Existing facility in 2012

# YTI Facility Peak Federal 1-hour NO<sub>2</sub>



At capacity without project



At capacity with project

# Statement of Overriding Considerations

- The Board can choose to override significant impacts in cases where the benefits of the project outweigh significant impacts
- The benefits of the Project are:
  - Fulfills Harbor Department legal mandates and objectives
  - Implements all feasible San Pedro Bay CAAP control measures
  - Optimizes land use
  - Accommodates projected changes to cargo ship fleet mix
  - Fosters economic growth

# Project Labor Agreement and HCBF Contribution

- YTI Project is included in current PLA
  - Current PLA is due to expire May 2016
- Project contribution to Harbor Community Benefit Foundation
  - Contribution based on Project capacity increase of 221,000 TEUs
  - Contribution is less than previous estimates because those estimates were based on a much larger project

# Recommendations Going Forward

- Facilitate dialogue on environmental issues
- Provide advanced notification of items in the environmental review process
- Expand development of key environmental programs
- Investigate and report on possible environmental investments

# Thank You

- Questions/Comments