

Berths 97-109 [China Shipping] Container Terminal Project Draft Supplemental EIR Public Hearing

Los Angeles Harbor Department
Environmental Management Division

July 18, 2017



Agenda

- Opening Remarks
 - Gene Seroka, LAHD Executive Director
- Staff Presentation
 - Christopher Cannon, Director of Environmental Management
- Public Comments

Purpose of the Public Hearing

- Provide information about proposed project changes (Revised Project)
- Provide an overview of the analysis and findings of the Draft Supplemental EIR
- Obtain public comments

SPANISH TRANSLATION IS AVAILABLE

Environmental Review Process



Project Location



Existing Project Site



Project Overview

- 2008 China Shipping Final EIR adopted 52 mitigation measures and lease measures
- Most have already been completed or are in progress-these are not being studied
- 10 mitigation measures and one lease measure have not been fully implemented
- Under Revised Project, modifications to these measures are being proposed based on feasibility, effectiveness, availability of alternative technologies and other factors

Project Overview (cont.)

Measure	2008 FEIR Description
MM AQ-9	Alternative Maritime Power (AMP) for 100% of vessels
MM AQ-10	100% compliance with 40-nm Vessel Speed Reduction Program
MM AQ-15	Liquefied petroleum gas (LPG) Yard Tractors/0.015 g/hp-hr PM
MM AQ-16	Emissions standards for yard equipment at Berth 121-131 rail yard
MM AQ-17	Emissions standards for yard equipment at Berths 97-109 terminal
MM AQ-20	LNG-powered drayage trucks (70% from 2014 to 2017, 100% in 2018 and thereafter)
LM AQ-23	TEU throughput tracking in 2010, 2015, 2030, and 2045
MM TRANS-2	Modify Alameda St/Anaheim St by 2015
MM TRANS-3	Modify John S Gibson Blvd/I-110 N/B ramps by 2015
MM TRANS-4	Modify Fries Ave/Harry Bridges Blvd by 2015
MM TRANS-6	Navy Way and Seaside Ave by 2030

Project Overview (cont.)

- Noise mitigation measure (MM NOI-2) is being implemented and is not evaluated in the Draft SEIR

Draft SEIR Scope

- Analysis focuses on impacts of the Revised Project in the following areas:
 - Air Quality
 - Greenhouse Gas Emissions
 - Ground Transportation
- Past performance review of terminal operations and air quality mitigations from 2005-2013 was conducted for informational purposes (Appendix D)

Draft SEIR Scope (cont.)

- Draft SEIR also evaluates impacts of incremental increase in terminal throughput over level assumed in 2008 FEIR based on updated capacity estimate
- Screening analysis for impacts of incremental increase in terminal throughput was also performed for other resource areas (Appendix E)

Baselines Used for Comparison

- 2008 Approved Project Baseline-originally approved project with all mitigations
- 2014 Mitigated Baseline-existing conditions (2014) with all originally approved mitigations
- 2014 Existing Conditions (or “Unmitigated”) Baseline-existing conditions (2014) with implementation of some originally approved mitigations (informational purposes only)

Revised Project

Measure	Proposed Changes to 2008 FEIR Measures
MM AQ-9	Alternative Maritime Power (AMP) for 95% of vessels or equivalent technology
MM AQ-10	95% compliance with 40-nm Vessel Speed Reduction Program
MM AQ-15	LPG Yard Tractors shall meet or exceed Tier 4 final standards
MM AQ-16	Emissions standards rail yard equipment combined with MM AQ-17
MM AQ-17	All other yard equipment shall meet or exceed Tier 4 final standards with some electric, alternative fuel, or diesel hybrid units
MM AQ-20	(LNG-powered drayage trucks) Recommended for removal
LM AQ-23	(TEU throughput tracking) Recommended for removal
MM TRANS-2	(Modify Alameda St/Anaheim St by 2015) Recommended for removal
MM TRANS-3	(Modify John S Gibson Blvd/I-110 N/B ramps by 2015) Portion not completed recommended for removal
MM TRANS-4	(Modify Fries Ave/Harry Bridges Blvd by 2015) Recommended for removal
MM TRANS-6	(Navy Way and Seaside Ave by 2030) Recommended for removal

Impacts of Revised Project

- Unavoidable Significant Impacts
 - Air quality (CO emissions and pollutant concentrations)
 - Health risk (28 in a million at maximum residential receptor)
 - Greenhouse gases
 - Ground Transportation at Alameda and Anaheim Streets

Impacts of Revised Project

- Less than Significant Impacts
 - Air quality (mass emissions except CO and pollutant concentrations except PM10)
 - Non-cancer health effects and cancer burden
 - Ground Transportation at study locations except Alameda and Anaheim Streets

Impacts of Revised Project

- Cumulative Impacts
 - Significant and Unavoidable:
 - Air quality and health risk
 - Greenhouse gases
 - Ground transportation at Alameda and Anaheim Streets
 - Less than Significant:
 - John S. Gibson at I-110 Northbound Ramps (after new mitigation is applied)

New Measures

Measure	New Measures Added to Revised Project
LM AQ-1	Cleanest available cargo handling equipment at time of replacement, new purchase, or retrofit
LM AQ-2	Priority access system for zero- and near-zero emission trucks
LM AQ-3	One-year zero emissions equipment demonstration and feasibility assessments in 2020 and 2025 with goal of 100% by 2030
MM GHG-1	LED lighting by 2023
LM GHG-1	GHG credit fund contribution of \$250,000
MM TRANS-2	Re-impose modifications to Alameda St/Anaheim St commencing in 2019, subject to LADOT approval
MM TRANS-3	Re-impose modifications to John S Gibson Blvd/I-110 N/B ramps for portion not completed within three years after level of service is D or worse, with LADOT concurrence

Monitoring and Compliance

- Mitigation Monitoring and Reporting Program (MMRP) will require detailed tracking and monitoring of all measures
- Progress will be documented in compliance status reports posted online
- MMRP will be included in the Final SEIR

Public Comments

- Comment Card - Complete and return tonight
- E-mail - send to
ceqacomment@portla.org
- Mail - Submit comment card or letter by mail to the address on the next slide

Public Comments

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- Review period started on June 16, 2017
- **COMMENTS WILL BE RECEIVED
THROUGH SEPTEMBER 29, 2017**

Public Comment Procedures

- Oral Comments
 - Fill out a speaker card and give it to staff
 - Speakers will be called in the order that the speaker cards were received
 - Speakers will be given 2 minutes to speak
 - All comments are being transcribed by a court reporter
 - Spanish translation is available