

Addendum to the Environmental Impact Report for the Piers G and J Terminal Development Project Pier G Berth G234 Wharf and South Slip Fill

Harbor Development Permit No. 00-007
State Clearinghouse Number 2000-021021

Prepared for:



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Acronyms and Abbreviations

AQMP	Air Quality Management Plan
BHC	Board of Harbor Commissioners
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
DPM	diesel particulate matter
EIR	environmental impact report
GHG	greenhouse gas
GWP	global warming potential
Harbor District	Long Beach Harbor District
ITS	International Transportation Service, LLC
LOS	Level of Service
LST	localized significance threshold
MTCO _{2e}	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NO _x	nitrogen oxides
PAA	Preferential Assignment Agreement
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM ₁₀	particulate matter less than 10 microns in diameter
PMP	Port Master Plan
POLB or Port	Port of Long Beach
PRC	Public Resources Code
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SO _x	sulfur oxides
U.S.	United States
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled
VOC	volatile organic compound



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1. INTRODUCTION AND PURPOSE OF THIS ADDENDUM

The Port of Long Beach (Port or POLB), as the lead agency pursuant to the California Environmental Quality Act (CEQA), has prepared this Addendum to assess the potential environmental impacts associated with a proposed minor modification and addition to the Piers G and J Terminal Development Project Final Environmental Impact Report (EIR) since the Final EIR was certified in September 2000 (POLB 2000) (Approved Project). The proposed modification and addition to the Approved Project entails the proposed issuance of a Revocable Permit to International Transportation Service, LLC (ITS) to occupy and use approximately 14.14 acres of submerged land and 6.74 acres of landside property on and in the vicinity of Pier T in the Port for construction equipment laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage associated with the Berth G234 Wharf and Pier G South Slip Fill (proposed Project). Additional landside activities involve the transport of equipment and materials between the Pier G construction site and the proposed construction laydown areas on Pier T, as well as the staging and laydown of equipment. Because these activities were, were not previously discussed and analyzed in the certified Final EIR, they constitute a minor revision to the Approved Project.

Other activities associated with filling the remainder of the existing slip, constructing a new segment of wharf to join Berths G232 and G236¹ into a new Berth G234, and installing container yard infrastructure on the fill areas are consistent with the Phase III construction activities analyzed in the Final EIR, and all impacts associated with these activities fall within the envelope of impacts analyzed in the Final EIR. The proposed Project would not result in any changes to any specific construction activities for the Berth G234 wharf and Pier G South Slip Fill nor terminal operations previously discussed and evaluated in the Final EIR.

Pursuant to State CEQA Guidelines Section 15164(a), “the lead agency...shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.”

CEQA Guidelines Section 15162 states that, for a project covered by a certified EIR, preparation of a subsequent EIR is required only if one or more of the following conditions occurs:

- Substantial changes are proposed in the project that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

¹ Berth G236 was previously developed by landfill in Phase I of the Approved Project, which replaced the former Berths J235 and J236.

- The project will have one or more significant effects not discussed in the previous EIR;
- Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

A description of the proposed modification and addition to the Approved Project is provided in Chapter 2 (Project Description) of this Addendum. Based on the analysis, no significant impacts would occur as a result of the proposed Project, nor would there be a substantial increase in the severity of any previously identified significant impacts. In addition, no new information of substantial importance shows that mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed in the certified Final EIR would substantially reduce one or more significant effects on the environment. Therefore, none of the conditions in State CEQA Guidelines Section 15162 have occurred. An addendum to the Final EIR is the appropriate document to comply with CEQA for the proposed Project.

Therefore, this Addendum addresses the proposed modification and addition to the Approved Project relative to the environmental factors discussed and evaluated in the Final EIR certified in September 2000. An addendum to an EIR need not be circulated for public review (CEQA Guidelines Section 15164(c)); the decision-making body must consider the addendum with the certified EIR prior to making a decision on the project (CEQA Guidelines Section 15164(d)).

1.1 Previous Environmental Documents Incorporated by Reference

Consistent with CEQA Guidelines Section 15150, the following document was used in preparation of this Addendum and is incorporated herein by reference:

- Final Environmental Impact Report and Application Summary Report for the Port of Long Beach Piers G and J Terminal Development. September 2000. State Clearinghouse Number: 2000-021021.

1.2 Project Overview and Background

1.2.1 Project Background

The Final EIR for the Approved Project evaluates development of a marine terminal of up to 315 acres by consolidating existing terminals on Pier G and Pier J and several adjoining parcels of land. Of the 315 total acres, approximately 262 acres would be existing land, and 53.3 acres would be new land created by placing fill in open water areas. Construction activities included demolition of existing facilities, dredging and placement of fill, and construction of a new wharf and terminal facilities (POLB 2000). Construction activities would occur in four phases: Phase I would develop 12 acres (2 acres of existing land and 10 acres of new landfill); Phase II would

develop 96 acres (existing land) of the marine terminal; Phase III would develop 113 acres (up to 39.8 acres of new landfill, depending upon the option exercised for the slip fill, and 73 acres of existing land); and Phase IV would develop 94 acres (69 acres of existing land and 3.5 acres of a new landfill).

Construction of the Approved Project began in 2001, and several components have been constructed and are operational. ITS currently operates the Pier G marine terminal.

On September 27, 2023, the BHC authorized the Chief Executive Officer to execute a Limited Design Reimbursement Agreement with ITS, by which the Port would compensate ITS for the development of a design for the filling of the Pier G South Slip Fill, addition of a new segment of wharf to join Berths G232 and G236 into a new Berth G234, as well as installation of container yard infrastructure on the newly placed fill. ITS would implement the Project under Harbor Development Permit 00-007 issued to the Port. Activities associated with the filling of the remainder of the existing slip fill is consistent with Phase III of construction activities discussed and analyzed in the Final EIR. There would be no modifications associated with the work activities to carry out the slip fill and associated terminal development. As discussed in Final EIR Section 1.3 (Project Description), the Approved Project would involve development of 113 acres (up to 39.8 acres of new landfill and 73 acres of existing land).² Phase III, as described in the Final EIR, would fill the slip between Pier G and the (former) Pier J. The Port proceeded with the intention to completely fill the slip to convert it into terminal space, consistent with Phase III, Option 1 (worst-case scenario) discussed and analyzed in the Final EIR. Filling of the northern portion of the slip began around February 2010 and was completed around December 2012. Section 1.3 of the Certified EIR discusses terminal development including, in relevant part, the construction of terminal facilities to include pavement and parking, pipelines, and utilities. Following the activities to complete the slip fill, create Berth G234, and the associated infrastructure and utilities, the marine terminal would continue to operate as it does today—within the scope of the Approved Project, which is described in Section 1.3 (Project Description) of the Final EIR.

On December 9, 2024, the BHC approved the Fifth Amendment to ITS's existing Preferential Assignment Agreement (PAA) HD-7048 to:

- extend the term of the PAA 25 years through August 31, 2051;
- revise the area of the premises to a total of 256.918 acres, retroactive to March 8, 2023, due to the completion of the Piers G to J Rail Double-Track Project and the Wharf Extension Project;
- adjust the Guaranteed Annual Compensation and Breakpoint terms;
- add Letter of Credit requirements, and necessary contractor's insurance requirements;
- replace existing Environmental Covenants with updated Environmental Covenants; and
- provide language wherein ITS is responsible for the design, engineering, construction work, and reimbursement costs to complete the Pier G Slip Fill Improvements.

² POLB 2000. Page 1-6.



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2. PROJECT DESCRIPTION

2.1 Project Location

2.1.1 Regional Context

The POLB is located on the shoreline of San Pedro Bay in southern Los Angeles County, adjacent to the Port of Los Angeles (Figure 2.1-1). The Port includes diverse land uses that support various maritime-related activities within the Long Beach Harbor District (Harbor District). Port operations are predominantly related to cargo shipping activities including general cargo (i.e., containerized, break bulk, neo bulk, and roll on/roll off), dry bulk, and liquid bulk. The Port also supports oil and gas production; light manufacturing and industry; recreational destinations; and commercial operations including sport fishing, hotels, retail shops, and a public boat launch.

2.1.2 Project Site and Vicinity

The Port, within the Harbor District, currently comprises 3,020 acres of land and 4,559 acres of water. It includes berths for ocean-going vehicles on 10 piers designated by letters (A through G, J, S, and T). Pier H, located in Queensway Bay, supports recreational and visitor-serving activities within the Harbor District and is administered through lease agreements with the City of Long Beach.

The Port leases land to approximately 22 marine terminals, including 5 break bulk terminals, 11 bulk terminals, and 6 container terminals, as well as numerous support and ancillary businesses such as trucking operations, warehouses, marine construction facilities, tugboat and pilot services, marine fuel providers, and a sport fishing operation. In addition, the Port includes a number of oil operating areas that are devoted to the continued production of oil from the Long Beach and Wilmington Oil Fields.

The proposed construction laydown areas are located on and in the vicinity of Pier T within the highly industrialized inner Port complex (Figure 2.1-1). Landside Area 1, Submerged Area 3, and Submerged Area 4 are located on the southeastern portion of Pier T and is generally bounded by Total Terminals International to the north, East Basin to the east, Middle Harbor to the south, and West Basin to the west (Figure 2.1-2). Landside Area 2 is located on the eastern portion of Pier T and is generally bounded by an oil area to the north, Berths T116 and T117 and the Back Channel to the east, SA Recycling to the south, and Total Terminals International to the west (Figure 2.1-3). Submerged Area 5 is located southwest of Pier T at Pier Echo (Figure 2.1-4).

2.2 Project Objectives

The additional Port-controlled submerged land and landside property is necessary for use by ITS and its contractors as construction laydown and staging associated with the Berth G234 wharf and Pier G South Slip Fill element of the overall Approved Project, which would support the overall Approved Project objective discussed in the Final EIR to “maintain sufficient cargo handling capacity to meet increasing import and export demand and accommodate new world class vessels” (POLB 2000).

Figure 2.1-1. Regional Vicinity Map



Figure 2.1-2. Revocable Permit Areas 1, 3, and 4

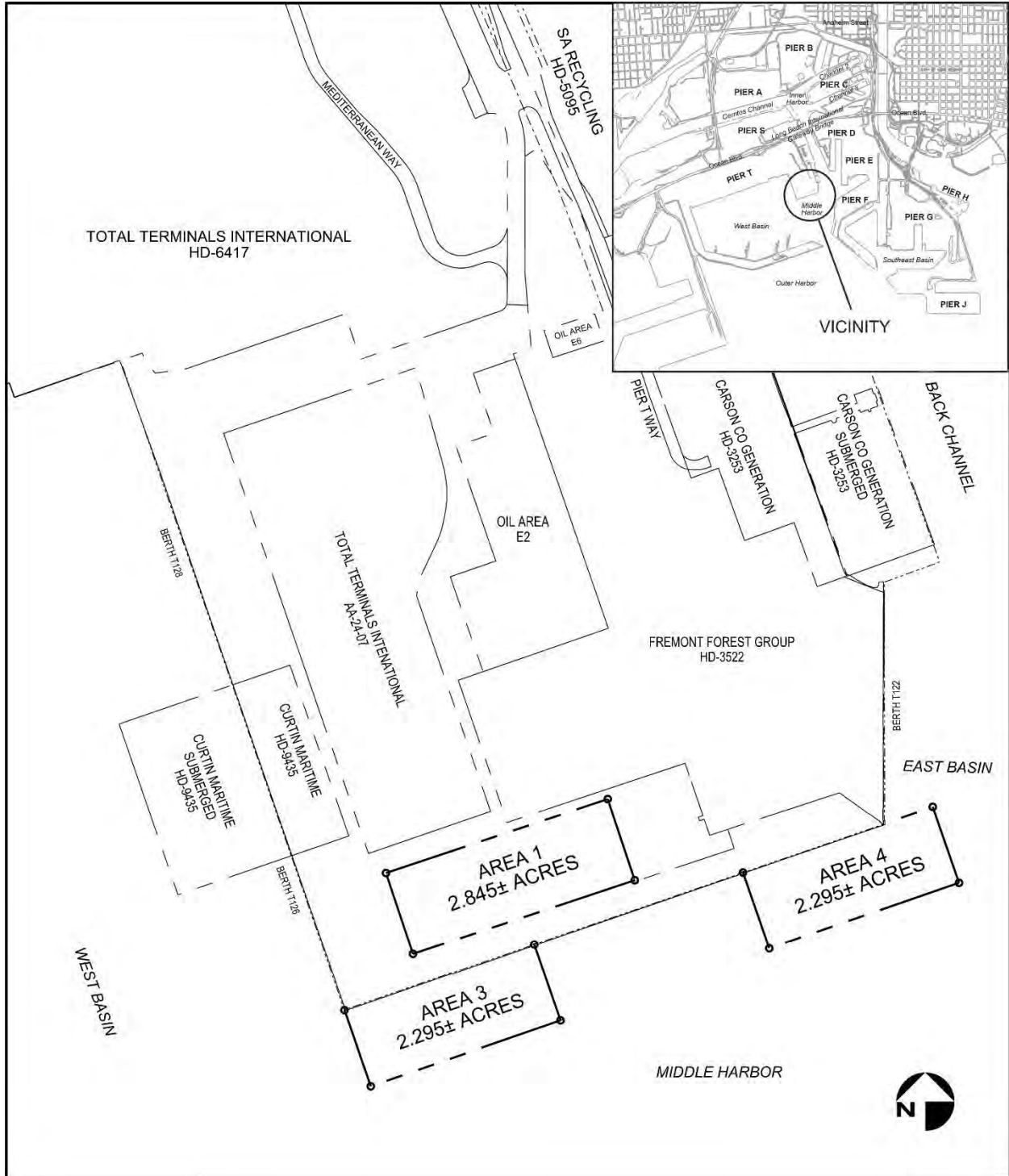


Figure 2.1-3. Revocable Permit Area 2

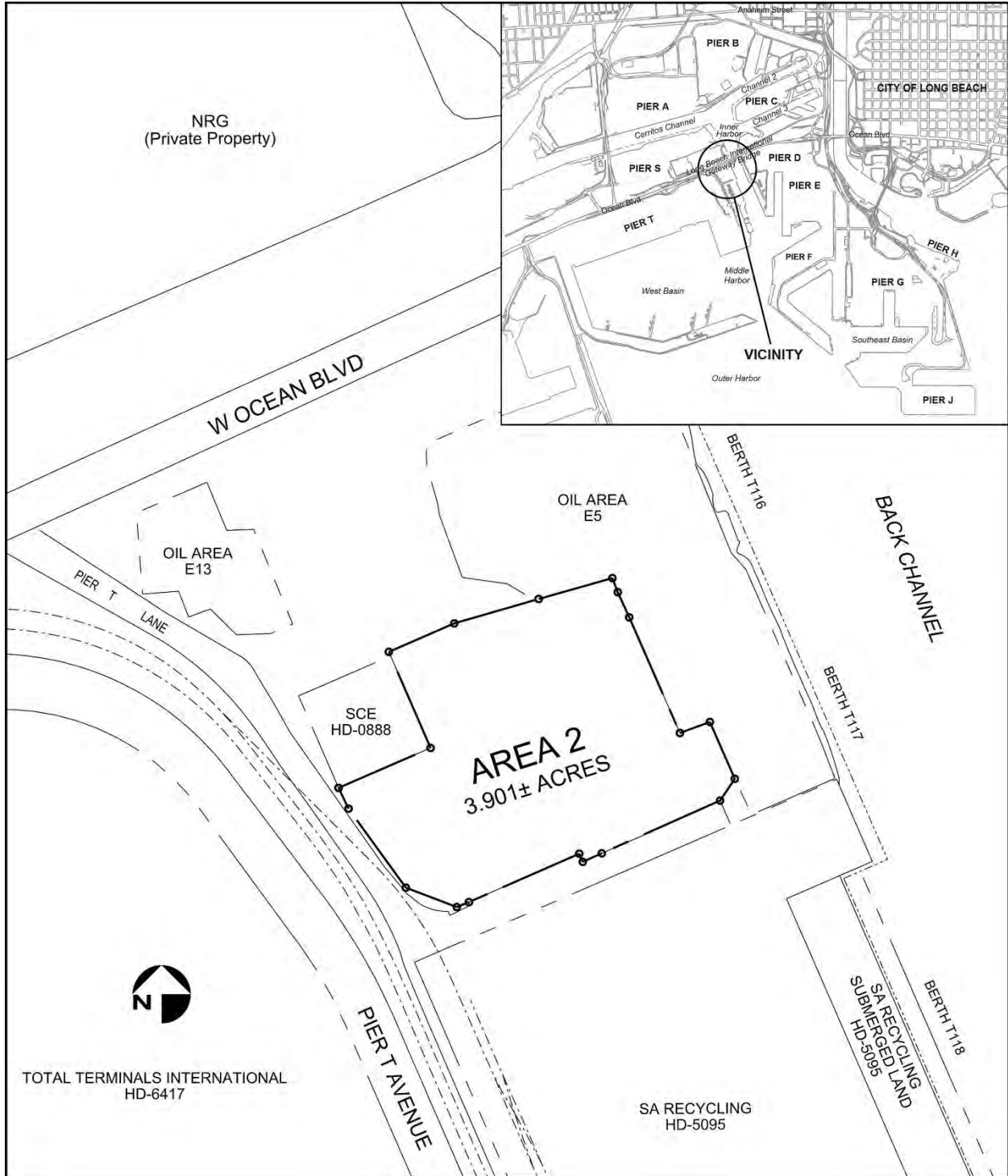
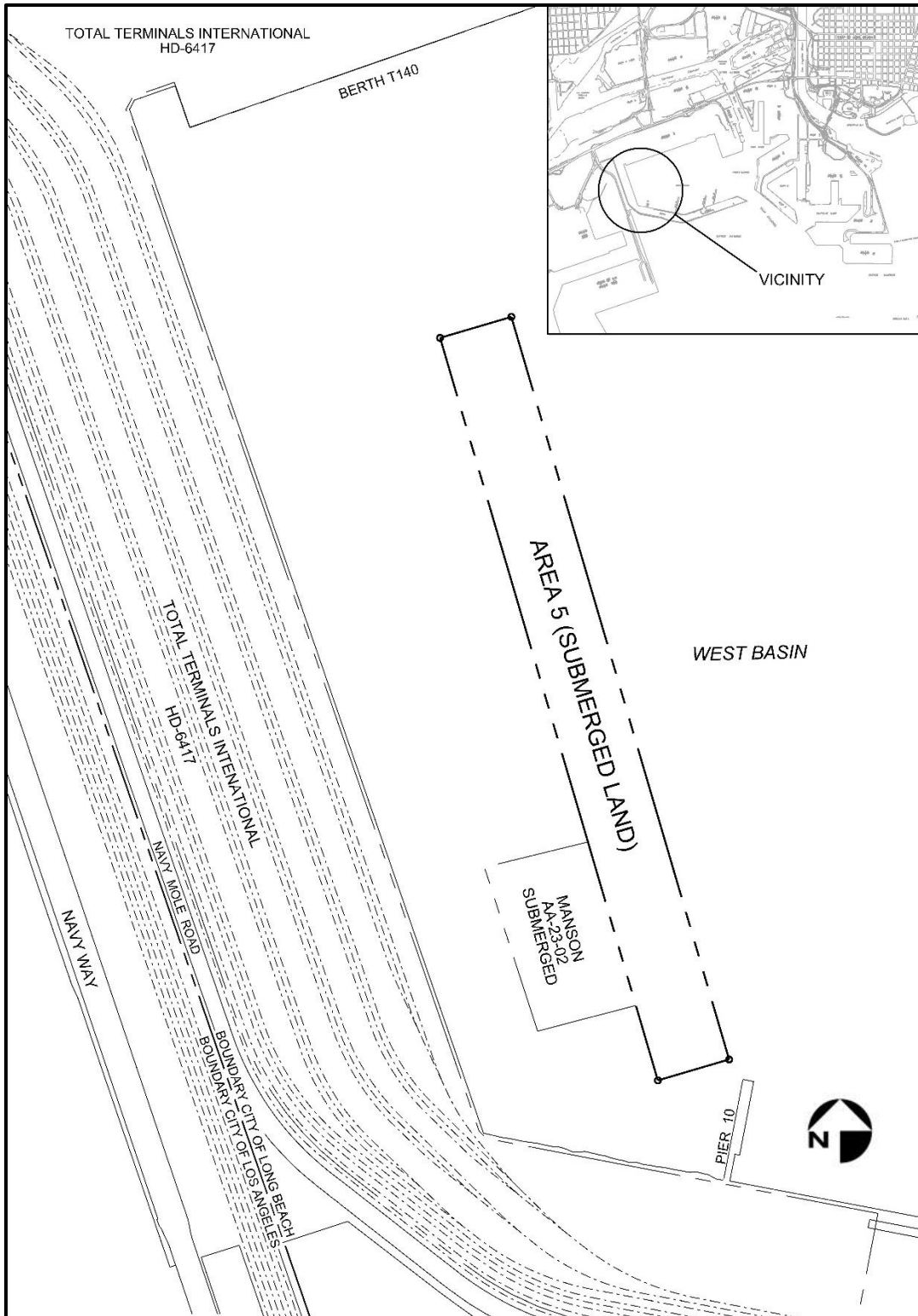


Figure 2.1-4. Revocable Permit Area 5



The use of additional port-controlled submerged land and landside property is necessary for use by ITS and its contractors for use as a construction laydown and staging area associated with the Berth G234 wharf and south slip fill element of the overall Piers G and J Terminal Development Project, which would support the overall project objective discussed in the certified Final EIR to “maintain sufficient cargo handling capacity to meet increasing import and export demand and accommodate new world class vessels.” (POLB 2000).

2.3 Project Modification and Addition

All construction-related activities at the Project site for the Berth G234 wharf and Pier G South Slip Fill, including dredge and fill activities, would be consistent with the Approved Project analyzed in the Final EIR. The minor modification and addition to the Approved Project merely consists of the temporary use of approximately 14.14 acres of submerged land and 6.74 acres of landside property for construction laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage associated with construction of the Berth G234 wharf and Pier G South Slip Fill element of the Approved Project. The proposed Project would include the installation of fencing (e.g., k-rail and/or aboveground fencing) along any unfenced boundary of Landside Area 1. No site modifications or ground-disturbing activities would occur. The proposed submerged lands and landside property sites have been previously used as construction laydown areas for Port development projects. ITS would be granted permission for use of the areas through a Revocable Permit issued by the Port. The Revocable Permit would be effective upon execution by the Port’s Chief Executive Officer, revocable by either party upon 60 days written notice, and shall terminate in any event on June 30, 2027.

Operational activities would not be affected by the proposed Project to incorporate temporary use of submerged land and landside property for construction laydown; operational activities would be within the scope of the Final EIR and are, therefore, not evaluated or discussed in detail in this Addendum.

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3. ENVIRONMENTAL ANALYSIS

The Environmental Analysis section has been prepared to determine whether any of the conditions of CEQA Guidelines Section 15162 would occur as a result of the proposed Project. This analysis is based on the resource areas and impact criteria in the 2024 State CEQA Guidelines Appendix G (Environmental Checklist). Since preparation of the Final EIR, nomenclature for some environmental resource areas has been updated in CEQA Guidelines Appendix G (Environmental Checklist). The current nomenclature is used in this Environmental Analysis section; environmental analysis, with the previous nomenclature referenced in the Final EIR shown in parentheses.

3.1 Aesthetics

Summary of Impacts Identified in the Final EIR

The Final EIR did not evaluate impacts to aesthetics because it was determined that the Approved Project would be compatible with surrounding uses and would not result in the obstruction of scenic vistas.³

Impacts Associated with the Proposed Project

The proposed construction laydown areas are located in a highly industrialized Port complex within existing developed areas on and in the vicinity of Pier T. The use of these areas for construction laydown and staging would be consistent with the existing industrial and port-related activities and facilities in the Project vicinity. The proposed areas have been previously used for construction laydown and staging areas for Port development projects. Proposed activities would not have a substantial adverse effect on scenic vistas, substantially damage scenic resources within a state scenic highway, degrade the existing visual character or quality of the public views of the site and its surroundings, or create a new source of substantial light or glare that would adversely affect views in the area. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on aesthetics.

3.2 Agriculture and Forestry Resources

Summary of Impacts Identified in the Final EIR

The Final EIR did not evaluate impacts on agriculture and forestry resources. Agriculture and forestry resources was not an environmental issue area required under CEQA Guidelines Appendix G (Environmental Checklist) at the time of preparation of the Final EIR.

Impacts Associated with the Proposed Project

The construction laydown areas do not contain any farmland and are not located within any agricultural land use designations. The laydown areas are located within developed industrial sites that support Port activities. The California Department of Conservation's Farmland Mapping and Monitoring Program classifies the Project site as Urban and Built-Up Land (California

³ POLB 2000. Page 1-15.

Department of Conservation 2020). Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No impacts would occur.

3.3 Air Quality (Air Resources)

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.2 (Air Resources), an impact to air quality would be significant if construction or operation emissions exceed South Coast Air Quality Management District (SCAQMD) significance thresholds, substantially contribute to an existing or projected violation of the National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards, or are inconsistent with new control measures contained in the 1997 Air Quality Management Plan (AQMP) (i.e., inconsistent projects include those exceeding the land use and population forecasts that have been adopted by the SCAQMD and used in the AQMP emission forecasts). Based on the analysis presented in the Final EIR, emissions produced during all four phases of construction would exceed the SCAQMD emission thresholds for reactive organic compounds (nearly identical to volatile organic compounds [VOCs]), carbon monoxide (CO), nitrogen oxides (NO_x), and particulate matter less than 10 microns in diameter (PM₁₀). The Final EIR concluded that after implementation of Mitigation Measure AQ-1 (Construction Equipment), these emissions would remain significant and unavoidable.⁴

Impacts Associated with the Proposed Project

- a) **Would project conflict with or obstruct implementation of the applicable air quality plan?**

Less than Significant Impact.

State Implementation Plan. The federal Clean Air Act (CAA) of 1969 and its subsequent amendments form the basis for the nation's air pollution control effort. The United States (U.S.) Environmental Protection Agency (USEPA) is responsible for implementing most aspects of the CAA. A key element of the CAA is the health-based NAAQS for criteria air pollutants. The CAA delegates enforcement of the NAAQS to the states. The CAA requires states that exceed the NAAQS to develop State Implementation Plans (SIPs) that demonstrate how they will attain the standards by specified dates. The California Air Resources Board (CARB) has responsibility to develop the SIP with measures and commitments to reduce emissions from state-regulated sources to support attainment of the NAAQS in California. CARB has been granted authority to regulate certain California mobile sources, and thus CARB's statewide regulations governing ships, trucks, cargo-handling equipment, and harbor craft, including proposals for transition to zero-emissions equipment, are included in the SIP. In addition, the SIP also includes the AQMPs from all nonattainment area air districts in the state, as described below. Proposed Project activities would be required to comply with all current applicable federal, state, and local air quality regulations, along with any developed in future regulatory processes. This would further ensure that the proposed Project's activities would be consistent with the SIP.

⁴ POLB 2000. Pages 3-13 through 3-21.
Addendum to the EIR for the Piers G and J Terminal Development Project
Pier G Berth G234 Wharf and South Slip Fill

Air Quality Management Plan. In California, CARB is responsible for enforcing the CAA and statewide air pollution regulations, while local air districts are responsible for regional air quality planning, monitoring, and stationary source and facility permitting. For regions that do not attain the NAAQS, the CAA requires the preparation of an AQMP.

The proposed Project is located within the South Coast Air Basin (SCAB), which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The SCAQMD enforces stationary source regulations and develops the South Coast AQMP, which is designed to bring the basin into attainment of the national and state ambient air quality standards.

The SCAQMD 2016 AQMP focused on attainment of the ozone and particulate matter less than 2.5 microns in diameter (PM_{2.5}) NAAQS through the reduction of ozone and PM_{2.5} precursor NO_x emissions, as well as through direct control of PM_{2.5} emissions. The most recent SCAQMD 2022 AQMP focuses on further reductions of NO_x emissions to attain the national 8-hour ozone standard basinwide (SCAQMD 2022).

AQMP attainment strategies include mobile source control measures and clean fuel programs enforced at the federal and state levels on engine manufacturers and petroleum refiners and retailers, as well as incentive programs to adopt available zero-emissions and low-NO_x technologies. As a result, proposed Project activities would be required to comply with all applicable current federal, state, and local air quality regulations, along with any developed in the future as part of the AQMP process. This would further ensure that the proposed Project's activities would not obstruct implementation of the AQMP.

Clean Air Action Plan. The POLB, in partnership with the Port of Los Angeles, adopted the San Pedro Bay Ports Clean Air Action Plan (CAAP) in 2006 and subsequently updated the CAAP in 2010 and 2017 (Port of Long Beach and Port of Los Angeles 2017). The CAAP was designed to reduce the health risks posed by air pollution from all port-related emissions sources, including ships, trains, trucks, terminal equipment, and harbor craft. The 2017 CAAP Update contains strategies to reduce emissions from sources in and around the ports, plan for zero-emissions infrastructure, encourage freight efficiency, and address energy resources. The CAAP generally applies to cargo-handling aspects (ships, trains, trucks) of maritime commerce but also addresses harbor craft by supporting CARB's new statewide harbor craft regulations, which became effective in 2023.

Air Quality Best Management Practices for Construction Activities. As part of POLB's overall environmental goals and CAAP strategies, any construction at the Port must follow the Air Quality Best Management Practices for Construction Activities.

Proposed Project activities would be required to comply with all applicable air quality regulations ensuring that the proposed Project would not obstruct implementation of the AQMP, CAAP, or Air Quality Best Management Practices for Construction Activities. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on air quality.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. Per SCAQMD policy, a project's contribution is considered cumulatively considerable if its emissions exceed SCAQMD project-specific air quality significance thresholds (SCAQMD 2003). Dredge and fill activities associated with the Berth G234 wharf and Pier G South Slip Fill would be consistent with the Approved Project analyzed in the Final EIR. Therefore, it is not anticipated that the air emissions associated with dredge and fill activities would result in new significant effects or substantially more severe effects than the significant impacts identified in the Final EIR. The minor modification and addition to the Approved Project would include use of the landside areas on Pier T as construction laydown and staging involving truck trips to and from the construction site at Pier G and the transit of tugboats between the Pier G South Slip Fill area and Pier Echo. The proposed Project would potentially result in increases in criteria pollutant emissions compared to current levels at the construction laydown sites; however, the activities associated with the use of the construction laydown areas would not result in new significant impacts nor would significant impacts previously examined be substantially more severe than shown in the Final EIR. The following summarizes methods used to estimate emissions from these activities and compares these emissions estimates to the applicable SCAQMD air quality significance thresholds (SCAQMD 2023).

Proposed Project activities would generate air emissions from 1) operation of construction equipment and trucks within the construction laydown areas on Pier T; 2) fugitive dust emissions from vehicles operating within these laydown areas and on paved roads; 3) truck trips that occur between Pier G and the construction laydown areas; and 4) the transit of tugboats between the Pier G South Slip Fill area and Pier Echo. The California Emissions Estimator Model version 2022.1 (CalEEMod) was used to estimate emissions from land-based sources from the proposed Project (California Air Pollution Control Officers Association 2022). CalEEMod is a land use emissions computer model that quantifies potential criteria pollutant and greenhouse gas (GHG) emissions associated with construction and operations for a variety of projects. CalEEMod is approved by the SCAQMD as a tool for quantifying air quality impacts from land use projects. Spreadsheet calculations were used to estimate tugboat transit emissions, based on project-specific activity data and information from previous POLB EIRs and the *San Pedro Bay Ports Emissions Inventory Methodology Report* (Port of Long Beach and Port of Los Angeles 2024).

The analysis estimated emissions based on the estimated construction schedule of April 2025 through June 2027. To minimize emissions, proposed activities would comply with the Port's Air Quality Best Management Practices for Construction Activities, such as use of tugboats and construction equipment that achieve USEPA Tier 3 marine engine and Tier 4 nonroad emission standards, respectively. In addition, the proposed Project would implement applicable portions of Final EIR Mitigation Measure AQ-1 (Construction Equipment). However, proposed Project emissions would add to the significant daily construction emissions of VOCs, CO, NO_x, and PM₁₀ identified in the Final EIR. Appendix A (Air Quality Emissions Calculations) includes CalEEMod Project analyses reports and emission summary tables.

Table 3.3-1 presents peak daily emissions estimated for proposed Project activities. These data show that peak day emissions from the proposed Project would not exceed any SCAQMD daily emissions threshold. Overall, the proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on air quality.

Table 3.3-1. Estimated Peak Day Emissions from Project Construction

Construction Source	Air Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
On-Road Vehicles	0.2	5.5	2.7	0.0	4.8	1.2
Off-Road Equipment	0.4	2.6	8.5	0.0	0.2	0.1
Tugboats - Transit	0.3	5.7	4.8	0.0	0.2	0.1
Project Peak Day Emissions¹	0.9	13.8	16.0	0.0	5.2	1.4
SCAQMD Daily Emission Thresholds	75	100	550	150	150	55
Exceed Emission Threshold?	No	No	No	No	No	No
SCAQMD Local Significance Thresholds²	NA	151	8,253	NA	167	101
Exceed Threshold?	NA	No	No	NA	No	No

Key: CO = carbon monoxide; LST = localized significance threshold; NA = not applicable; NO_x = nitrogen oxides; PM_{2.5} = particulate matter less than 2.5 microns in diameter; PM₁₀ = particulate matter less than 10 microns in diameter; SCAQMD = South Coast Air Quality Management District; SO_x = sulfur oxides; VOC = volatile organic compounds

Notes: Values of 0.0 are greater than zero but less than 0.05 pounds per day.

¹ Totals might not add up exactly due to rounding errors.

² The LSTs represent maximum allowable daily emissions and pertain to an analysis area of 2 acres and receptor distance of 500 meters. The LSTs are compared to the Project Peak Day Emissions.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The SCAQMD considers sensitive receptors to include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The analysis used the SCAQMD localized significance threshold (LST) methodology to estimate the ambient impact of proposed Project air pollutants to sensitive receptors (SCAQMD 2008). The LSTs are applicable to emissions of NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project site of 5 acres or less that are not expected to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard, based on ambient pollutant concentrations for a given source receptor area and distance to the nearest sensitive receptor.

The proposed construction laydown areas are located in LST Source Receptor Area 4. Construction Laydown Area 2, which is closer to a sensitive receptor than Laydown Area 1, is 3.9 acres. The nearest sensitive receptor to construction Landside Area 2 would be the International Seafarers Center, located about 0.7 miles east-northeast of the area. To be conservative, the analysis assumed a project site area of 2 acres, which has more restrictive emissions compared to an area of 3.9 acres. The analysis also used a source receptor distance of 500 meters, which is the maximum value used by the LST methodology.

Per SCAQMD guidance, off-site mobile source emissions from a project, such as those produced from the Proposed Project truck trips and tugboat transits, are not included in the LST analysis. However, the analysis conservatively compared emissions generated from both on-site and off-site activities to the LST thresholds. Table 3.3-1 shows the applicable LST emissions and the results of the proposed Project LST analysis. These data show that peak daily emissions from proposed Project activities would remain well below the SCAQMD LSTs.

Proposed Project activities also would expose sensitive receptors and the public to toxic air contaminants, mainly in the form of diesel particulate matter (DPM) from the combustion of diesel fuel in construction equipment and tugboats. Health effects from DPM are evaluated in terms of 1) annual noncancer effects and 2) lifetime cancer risks. Proposed Project activities would generate nominal amounts of DPM over a period of approximately 27 months (0.11 tons). Therefore, the proposed Project would not expose sensitive receptors or the public to substantial health effects.

The proposed Project would not expose sensitive receptors to substantial pollutant concentrations or health effects. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on air quality.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Sources of odors that would occur during proposed Project activities include the combustion of diesel fuel in construction equipment, on-road trucks, and tugboats. The low rates of odorous emissions of VOCs, sulfur oxides (SO_x), and particulate matter from proposed activities (as shown in Table 3.3-1) and the intermittent and temporary nature of the emission sources would result in low ambient concentrations of these pollutants. As a result, odorous emissions from the proposed Project would not adversely affect a substantial number of people. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on air quality.

3.4 Biological Resources

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.4 (Biological Resources), an impact to biological resources would be significant if construction or operation would substantially affect local resident or migratory fish and wildlife populations, including any rare or endangered species, or the habitats that support those populations.⁵ The Final EIR determined that the permanent loss of habitat due to fill would be a significant impact. The Port previously offset the habitat loss with credits from the Bolsa Chica wetland, but impacts remained significant and unavoidable. The Final EIR concluded that potential impacts associated with the accidental release of petroleum products and introduction of invasive species would be reduced to less than significant with compliance with the State of California General Construction Activity Stormwater permit, construction permits (i.e., Regional Water Quality Control Board Waste Discharge Requirements and U.S. Army Corps of Engineers Section 404/Section 10 permit), ballast water management regulations, and vessel spill prevention and recovery plans.⁶

Impacts Associated with the Proposed Project

The proposed construction laydown areas are located on and in the vicinity of Pier T within the highly industrialized inner Port complex. Proposed activities associated with construction laydown and staging areas would include parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage for the Berth G234 Wharf and Pier G South

⁵ POLB 2000. Page 3-28.

⁶ POLB 2000. Page 3-30.

Slip Fill. Dredge and fill activities would be the same as analyzed in the Final EIR for the Approved Project. The proposed Project would involve truck trips between Pier G and the construction laydown areas on Pier T to transport equipment and materials during construction activities for the Berth G234 wharf and Pier G South Slip Fill. Proposed Project activities would not have an adverse effect on special status species, riparian habitat or other sensitive natural communities, wildlife corridors, or any plans, policies, or ordinances protecting biological resources. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on biological resources.

3.5 Cultural Resources

Summary of Impacts Identified in the Final EIR

The Final EIR did not evaluate impacts on cultural resources because it was determined that there were no cultural resources within the Project area.⁷

Impacts Associated with the Proposed Project

The construction laydown areas on the landside properties at Pier T are primarily comprised of artificial fill and previously disturbed soils. Vehicle parking, equipment storage, and minor maintenance activities within these areas would occur on paved sites. No site modifications or ground-disturbing activities (i.e., soil excavation, grading, or earthmoving activities) would occur. No disturbance to the sediment would occur from the use of the submerged lands (i.e., waterside) for berthing of barges and other watercraft, and floating dredge pipe storage associated with the construction of the Berth G234 wharf and Pier G South Slip Fill element of the Approved Project. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical or archaeological resource, or disturb any human remains. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on cultural resources.

3.6 Energy

Summary of Impacts Identified in the Final EIR

The Final EIR did not evaluate impacts on energy because it was determined that the Approved Project would not result in a substantial increase in the demand on existing energy resources, result in changes to local or regional energy supplies, or change the efficiency of energy use.⁸

Impacts Associated with the Proposed Project

The proposed Project would consume energy, primarily in the form of diesel fuel and gasoline, associated with truck trips and tugboats transferring materials and supplies to and from the Berth G234 and Pier G South Slip Fill site. The use of the construction laydown areas would be necessary to achieve the proposed Project objective to support construction of the Berth G234 wharf and Pier G South Slip Fill and the Approved Project's overall objective to maintain sufficient cargo handling capacity to meet increasing import and export demand and accommodate new

⁷ POLB 2000. Page 1-15.

⁸ POLB 2000. Page 1-15.

world class vessels. Therefore, the proposed Project would not represent a wasteful or unnecessary use of energy. Energy consumption associated with the proposed Project would not result in inefficiency or represent a negligible portion of statewide energy consumption. Proposed activities (i.e., vehicle parking, equipment storage, and minor maintenance activities) would not conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects related to energy use. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on energy.

3.7 Geology and Soils (Geologic Resources)

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.1 (Geologic Resources), impacts on geological resources would be significant if 1) substantial alteration of topography would occur; 2) unique geologic features would be disturbed; 3) geologic processes (e.g., landslides or erosion) would be accelerated; 4) known mineral resources would be rendered inaccessible; and/or 5) geohazards (e.g., ground rupture, liquefaction, slope failure, and flooding) would be created.⁹ The Final EIR determined that the Approved Project would not accelerate or exacerbate existing geologic hazards because it would be designed and engineered in accordance with the latest building standards and Uniform Building Code. Compliance with federal, state, and local building codes would reduce potential adverse impacts from seismic events to the maximum extent practicable. Nevertheless, seismic hazards related to earthquakes were determined to be significant and unavoidable, and no mitigation measures to reduce the potential risks were identified.¹⁰

Impacts Associated with the Proposed Project

The proposed Project includes the use of approximately 14.14 acres of submerged land and 6.74 acres of landside property on and in the vicinity of Pier T for construction equipment laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage associated with the Berth G234 wharf and Pier G South Slip Fill. The proposed Project would not construct or operate facilities that would directly or indirectly cause any new impacts with respect to geologic conditions or geohazards. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on geology or soils.

3.8 Greenhouse Gas Emissions

Summary of Impacts Identified in the Final EIR

The Final EIR did not evaluate impacts on GHG emissions. GHGs were not an environmental issue area required under CEQA Guidelines Appendix G (Environmental Checklist) at the time of preparation of the Final EIR. Nevertheless, an analysis of the potential GHG emissions associated with the proposed Project are discussed below.

⁹ POLB 2000. Page 3-5.

¹⁰ POLB 2000. Pages 3-8 and 3-9.

Impacts Associated with the Proposed Project

a) Would project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. GHG emissions include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride, and sulfur hexafluoride. CO₂ is the most abundant GHG in the atmosphere. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in equivalent mass of CO₂, denoted as carbon dioxide equivalent (CO₂e). Mass emissions are calculated by converting pollutant-specific emissions to CO₂e emissions by applying the proper global warming potential (GWP) value. These GWP ratios are available from USEPA and are published in the California Climate Action Registry General Reporting Protocol. CO₂e emissions typically are expressed in terms of metric tons per year.

CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess GHG emissions quantitatively or qualitatively and recommends consideration of certain factors in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs).

CEQA Guidelines Section 15064.4 does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association, so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). CEQA Guidelines allow the lead agencies discretion in how to address and evaluate significance. To provide guidance to local lead agencies, the SCAQMD established a significance threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial facilities (SCAQMD 2023).

The proposed Project would generate GHG emissions from fossil fuel-powered construction equipment, trucks, and tugboats. CalEEMod was used to estimate GHG emissions from the proposed Project, based on the same methods presented in Section 3.3 (Air Quality/Air Resources), for the estimation of proposed Project criteria pollutant emissions. Appendix A (Air Quality Emissions Calculations) includes CalEEMod Project analyses reports and GHG emission summary tables.

The analysis determined that annual GHG emissions from the proposed Project would amount to 508 MTCO₂e, and the total GHG emissions from the proposed Project over the construction period of 27 months would equal 1,143 MTCO₂e. While construction emissions typically are amortized over 30 years for use in comparison to the annual SCAQMD GHG significance threshold, annual GHG emissions from the proposed Project would be well below 10,000 MTCO₂e. Therefore, the Project would not result in significant GHG emissions, and impacts would be less than significant.

b) Would the project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The following provides analyses of the proposed Project's consistency with applicable GHG emission reduction plans, policies, and regulations included in the CARB 2022 Scoping Plan for Achieving Climate Neutrality (2022 Scoping Plan; see Table 3.8-1), Southern California Association of Governments Connect SoCal 2024, 2017 San Pedro Bay Ports CAAP, Port of Long Beach Green Port Policy, and City of Long Beach Construction and Demolition Recycling Program.

Table 3.8-1. Applicable GHG Emissions Reduction Strategies from 2022 Scoping Plan

Strategy	Compliance with Strategy
Transportation, Technology, and Fuels, Climate Change Standards	Compliant. These are CARB-enforced standards; proposed Project equipment and vehicles are required to comply with the standards and would comply with these strategies. The CARB Advanced Clean Trucks Regulation requires manufacturers to sell zero-emissions trucks as an increasing percentage of their annual California sales from 2024 to 2035. The CARB Advanced Clean Fleets Regulation applies to fleets performing drayage operations, those owned by federal, state, and local government agencies, and high priority fleets and accelerates the market for zero-emissions trucks, vans, and buses by requiring fleets that are well suited for electrification, to transition to zero-emissions vehicles where feasible. The San Pedro Bay Ports CAAP supports these regulations, and the proposed Project would comply with applicable CAAP strategies.
Limit Idling Time for Commercial Vehicles and Off-Road Equipment	Compliant. The construction contractors and fuel delivery truck operators would be required to comply with applicable idling regulations. Certain vehicle types, such as concrete mixer trucks, are exempt from idling restriction regulations. These vehicle types are exempt since idling would be necessary to complete the vehicle function.
Use of Low Carbon or Alternative Fuels (Low Carbon Fuel Standard)	Compliant. Proposed activities would use California fuels that are subject to the Low Carbon Fuel Standard regulations.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	Compliant. Solid waste generated during proposed Project activities would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all proposed Project-related construction and demolition material waste be diverted from landfills. The California Green Building Standards Code also stipulates that 65 percent of construction waste shall be diverted from landfills.
Increase Water Use Efficiency	No Conflict. Not directly applicable to the proposed Project, as most of the water used during the proposed activities is required by regulation for fugitive dust control. The proposed Project would have no operational impacts on water usage.

Sources: CARB 2022; Port of Long Beach and Port of Los Angeles 2017

Key: CAAP = Clean Air Action Plan; CARB = California Air Resources Board; GHG = greenhouse gas

Southern California Association of Governments Connect SoCal 2024. The proposed Project only involves activities associated with construction laydown areas. As such, the proposed Project

would not induce growth and would not conflict with the Connect SoCal 2024 goal of reducing daily vehicle miles traveled (VMT) per capita.

San Pedro Bay Ports CAAP. The San Pedro Bay Ports CAAP was adopted by the BHCs of POLB and the Port of Los Angeles to reduce the health risks posed by air pollution from all port-related emissions sources, specifically ships, trains, trucks, terminal equipment, and harbor craft. The 2017 CAAP Update contains emission reduction targets set in the 2010 CAAP Update for 2014 and 2023 for DPM, NO_x, and SO_x, as compared to 2005 conditions (Port of Long Beach and Port of Los Angeles 2017). The proposed Project only involves the use of construction laydown areas, and there are no CAAP emission reduction measures that are applicable to the proposed Project activities. However, the proposed Project would comply with the Port's Air Quality Best Management Practices for Construction Activities, which include a requirement for construction trucks to meet CARB 2010 truck emission standards. This requirement is an interim strategy for the Port's Clean Trucks Program, which is part of the CAAP. Therefore, the proposed Project would not conflict with the goals set forth by the San Pedro Bay Ports CAAP.

Port of Long Beach Green Port Policy. Compliance with the City of Long Beach Construction and Demolition Recycling Program and implementation of the Port's Air Quality Best Management Practices for Construction Activities through the Harbor Development Permit process would ensure conformance with the Green Port Policy.

City of Long Beach Construction and Demolition Recycling Program. Solid waste generated during proposed activities would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all project-related construction and demolition material waste be diverted from landfills.

In conclusion, the proposed Project would not conflict with an applicable plan, policy, or regulation to reduce GHG emissions. Impacts would be less than significant.

3.9 Hazards and Hazardous Materials (Risk of Upset)

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.11 (Public Health and Safety), impacts would be significant if the project resulted in a notable increase in the potential for accidents that would cause serious injury or death to a number of people.¹¹ The Final EIR determined that because construction activities associated with the Approved Project would be confined to the project site and occur at least one-half mile away from population centers and visitor-serving uses, no significant impacts would occur. Marine terminal operations would involve the storage and transport of containers by ship, train, and truck, some of which could contain hazardous materials. However, all personnel would be trained in emergency response and evacuation procedures, and the terminal would be secured with access only permitted to authorized personnel. The Final EIR also concluded that accidents at the Port involving fires, explosions, and the release of toxic materials during cargo transport (i.e., handling and storage) have been minor. In addition, due to the use of larger, more

¹¹ POLB 2000. Page 3-53.

efficient ships, the Approved Project would not require any additional ships calls. Impacts were determined to be less than significant, and no mitigation was required.¹²

The Final EIR did not evaluate impacts on risk of upset because it was determined that the Approved Project would not include any additional features associated with chemicals, pesticides, oil facilities, or radiation that could create a risk of explosion from the release of hazardous substances.¹³

Impacts Associated with the Proposed Project

The proposed Project would not involve the transport, use, or disposal of hazardous materials, other than routine transport and storage of materials for construction and maintenance activities. Proposed activities would use materials such as fuels, lubricants, solvents, and other vehicle and equipment maintenance fluids; however, these materials are not acutely hazardous. Minor spills or releases of hazardous materials could occur due to improper handling and/or storage practices during maintenance activities. However, maintenance activities would be subject to best management practices stipulated in the Port's existing spill prevention and pollution prevention plan.

The construction laydown areas are not on the current list of hazardous materials sites compiled under Government Code 65962.5(a) (Cortese List; <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>). Furthermore, as no ground-disturbing activities would occur, the proposed Project would not create a significant hazard to the public or environment related to the disturbance of a site listed on the Cortese List.

There are no existing or proposed schools within one-quarter mile of the construction laydown areas. In addition, these areas are not located within an airport land use plan or within 2 miles of a public airport or public use airport.

The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on hazards and hazardous materials.

3.10 Hydrology and Water Quality (Marine Water Circulation, Water, and Sediment Quality)

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.3 (Marine Water Circulation and Water and Sediment Quality), impacts on water circulation and water quality would be significant if the project results in a long-term detrimental alteration of harbor circulation, exceeds thresholds of the Enclosed Bays and Estuaries Plan criteria for sediment-introduced contaminants, and/or results in a violation of other water quality standards and objectives.¹⁴ The Final EIR determined that the Approved Project could result in impacts on water quality associated with the resuspension of sediments during dredge and fill operations, accidental discharges from onshore vehicles and offshore vessels, and runoff from unpaved surfaces. However, the Approved Project would be required to comply with the Los Angeles Regional Water Quality Control Board Waste Discharge

¹² POLB 2000. Pages 3-53 and 3-54.

¹³ POLB 2000. Page 1-15.

¹⁴ POLB 2000. Page 3-24.

Requirements, Port's Stormwater Pollution Prevention Program, and Port's General Industrial Activities Stormwater Program. In addition, the Approved Project was required to locate onshore vehicle fueling facilities away from stormwater drains and place an impervious berm around all on-site drains. Impacts were determined to be less than significant, and no mitigation was required.¹⁵

Impacts Associated with the Proposed Project

The proposed Project would include minor vehicle and equipment maintenance activities within the construction laydown areas. These activities could potentially result in spills of fuel and/or lubricants. However, these activities would not require the use or storage of large volumes of chemicals. Furthermore, any minor maintenance activities would be subject to best management practices stipulated in the Port's existing spill prevention and pollution prevention plan as well as any stormwater pollution prevention plan best management practices as required by the applicable construction general permit. Accordingly, spills of contaminants would not substantially affect water quality or result in violations of water quality standards. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to water quality.

3.11 Land Use and Planning (Land Use)

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.6 (Land Use), impacts on land use would be significant if the project conflicts with the goals and objectives of the Port Master Plan (PMP), creates incompatible land uses, and/or does not comply with state guidelines associated with abandoned oil wells.¹⁶ The Approved Project included an amendment to the PMP for the landfill areas created in construction Phases III and IV. The Final EIR concluded that the PMP amendment would rectify any inconsistencies with the PMP, and therefore the Approved Project would be consistent with the PMP goals and objectives. The Final EIR also determined that the Approved Project would be consistent with existing and planned land uses. Impacts were determined to be less than significant, and no mitigation was required.¹⁷

Impacts Associated with the Proposed Project

The proposed Project includes the temporary use of approximately 14.14 acres of submerged land and 6.74 acres of landside property on and in the vicinity of Pier T for construction equipment laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage to support construction of the Berth G234 wharf and Pier G South Slip Fill. Proposed activities would be consistent with the PMP Port-related industrial land use designations for Pier T and surrounding land uses. The proposed Project is located in an industrial area that does not contain any established communities. The proposed Project would not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the proposed Project adopted for the purpose of avoiding or mitigating an environmental effect; introduce uses that are incompatible with existing and future land uses; or physically divide

¹⁵ POLB 2000. Pages 3-24 and 3-25.

¹⁶ POLB 2000. Page 3-34.

¹⁷ POLB 2000. Page 3-35.

an established community. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on land use.

3.12 Mineral Resources

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.1 (Geologic Resources), impacts on mineral resources would be significant if known mineral resources would be rendered inaccessible.¹⁸ The Final EIR determined that any mineral resources in the area of the proposed landfill could still be accessed from an off-site location, and therefore the Approved Project would result in less than significant impacts.¹⁹

Impacts Associated with the Proposed Project

No mineral extraction activities occur at the construction laydown areas. These areas are not used as mineral resource recovery sites. In addition, all proposed activities would be confined to the laydown areas and, therefore, would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource or in the loss of availability of a locally important mineral resource recovery site. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on mineral resources.

3.13 Noise

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.5 (Noise), impacts would be significant if construction and operational activities exceeded the noise threshold (70 decibels) anytime and/or if noise generated from the project increased by more than 3 A-weighted decibels for areas where the average ambient noise level already exceeded the threshold. Vibration impacts would be significant if the project resulted in exposure to perceptible levels where none were previously experienced or exposure to a substantially greater number of events creating perceptible vibration levels.²⁰ The Final EIR determined that noise from construction activities would affect ambient noise levels on the project site and in the vicinity (including transportation corridors), but that temporary noise increases would not exceed thresholds or affect sensitive receptors. The Final EIR concluded that potential noise and vibration impacts associated with operational train traffic would be potentially significant but would be mitigated to less than significant with the use of the Alameda Corridor. Additional operational noise impacts associated with terminal activities and truck traffic would not exceed noise thresholds or affect sensitive noise receptors. Impacts were determined to be less than significant, and no mitigation was required.²¹

¹⁸ POLB 2000. Page 3-5.

¹⁹ POLB 2000. Page 3-6.

²⁰ POLB 2000. Page 3-32.

²¹ POLB 2000. Pages 3-32 and 3-33.

Impacts Associated with the Proposed Project

The proposed Project includes the use of approximately 14.14 acres of submerged land and 6.74 acres of landside property on and in the vicinity of Pier T for construction equipment laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage associated with construction of the Berth G234 wharf and Pier G South Slip Fill. Proposed activities would require approximately 30 average daily trips over a 27-month period to transport equipment and supplies between Pier G and the construction laydown areas. Proposed Project activities would generate noise due to additional vehicle traffic along roadways, as well as vehicle parking and other mechanical equipment sources associated with minor maintenance activities within the laydown areas. The Final EIR determined that the resulting increases in noise levels associated with the Approved Project would be barely perceptible and would not exceed noise level criterion. Increases in noise levels associated with the proposed Project would be less than those associated with the Approved Project because the extent of noise-generating activities is substantially less.

Similar to the noise impacts discussed above, impacts from groundborne vibration associated with the proposed Project would be less than those associated with the Approved Project. While proposed activities (i.e., truck traffic) could result in groundborne vibration, it is unlikely it would be perceptible outside of existing travel corridors because the intensity of groundborne vibrations attenuate rapidly with distance from the source of origin.

The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to noise and vibration.

3.14 Population and Housing

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.10 (Economic Considerations, Population, and Housing), an impact would be significant if there are substantial alterations to population, housing, and employment opportunities.²² The Final EIR determined that jobs generated by the Approved Project would likely be filled from the local workforce. Therefore, the Approved Project would not substantially affect the local and region population, housing demands, or employment opportunities. Impacts were determined to be less than significant, and no mitigation was required.²³

Impacts Associated with the Proposed Project

The proposed Project includes the temporary use of approximately 14.14 acres of submerged land and 6.74 acres of landside property on and in the vicinity of Pier T for construction equipment laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage to support construction of the Berth G234 wharf and Pier G South Slip Fill. No additional construction workers would be needed to support activities within the laydown areas (i.e., no increase in the construction workforce estimates evaluated in

²² POLB 2000. Page 3-49.

²³ POLB 2000. Page 3-49.

the Final EIR). The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on population and housing.

3.15 Public Services

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.11 (Public Health and Safety), impacts on public services would be significant if the project substantially diminishes the level of fire and police services (e.g., increase in response times).²⁴ The Final EIR determined that the Approved Project would not affect fire and police protection service ratios, response times, and facilities, or result in significant delays or obstructions to emergency access. Impacts were determined to be less than significant, and no mitigation was required.²⁵

Impacts Associated with the Proposed Project

The proposed Project includes the temporary use of approximately 14.14 acres of submerged land and 6.74 acres of landside property on and in the vicinity of Pier T for construction equipment laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage associated with construction of the Berth G234 wharf and Pier G South Slip Fill. Proposed activities within the laydown areas (i.e., vehicle parking, equipment storage, and minor maintenance activities) would not result in physical impacts associated with the provision of new or physically altered governmental facilities and/or the need for new or physically altered governmental facilities to maintain acceptable service ratios and response times for fire and police protection services. The proposed Project would have no impacts on schools or parks (e.g., demand for new schools or creation of new parks). The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on public services.

3.16 Recreation

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.12 (Public Recreation), impacts on recreation would be significant if the project would affect the availability of recreational resources, prohibit access to recreational resources, or be incompatible with shoreline and onshore uses.²⁶ The Final EIR determined that the Approved Project would not affect existing recreational facilities or uses within the project area. Impacts were determined to be less than significant, and no mitigation was required.¹⁹

Impacts Associated with the Proposed Project

The proposed Project includes the temporary use of two equipment/vehicle laydown areas on Pier T to support construction of the Berth G234 wharf and Pier G South Slip Fill. The proposed Project would not directly or indirectly result in physical deterioration of parks or other recreational

²⁴ POLB 2000. Page 3-53.

²⁵ POLB 2000. Pages 3-53 and 3-54.

²⁶ POLB 2000. Page 3-55.

facilities because it is not near any such facilities and would not induce population growth that would increase use of recreational facilities. In addition, the proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on recreation.

3.17 Transportation (Ground Transportation, Maritime Transportation)

Summary of Impacts Identified in the Final EIR

Ground Transportation. The Final EIR assessed ground transportation impacts using the CEQA methodology applicable at such time—traffic delays caused by a project, measured in terms of Level of Service (LOS) Delay, which was replaced in 2020 with the new CEQA VMT methodology of Senate Bill 743 (codified in California Public Resources Code [PRC] Section 21099 and CEQA Guidelines Section 15064.3).

As discussed in Final EIR Section 3.7 (Ground Transportation), the project would have a significant vehicular traffic impact at an intersection if it exceeded LOS impact thresholds and a significant freeway impact if the volume/capacity ratio increased by 0.02 or more on a facility operating at LOS F.²⁷ The Final EIR determined that construction activities would result in an adverse, short-term impact on the roadways in the immediate project vicinity, but impacts would be reduced to less than significant with implementation of a construction traffic management plan. Impacts were determined to be less than significant, and no mitigation was required.²⁸

Maritime Transportation. As discussed in Final EIR Section 3.8 (Maritime Transportation), the project would have a significant impact on marine vessel transportation if an increase in traffic from construction [and/or operations] results in congestion within the harbor and/or if the capacity for maritime commerce to operate efficiently and safely is exceeded.²⁹ The Final EIR concluded that landfill activities occurring in the Southeast Basin to construct the dikes and wharves at Berths G-216, G-226, J-235, and J-236 would not impact marine transportation in the Southeast Basin due to the interior location of affected berths and the localized nature and limited duration of construction activity.³⁰

Impacts Associated with the Proposed Project

Ground Transportation. This Addendum assesses the proposed Project's transportation impacts using the CEQA VMT methodology of California PRC Section 21099 and CEQA Guidelines Section 15064.3, and the City of Long Beach Traffic Impact Analysis Guidelines. Therefore, the LOS impacts analysis of the Final EIR does not directly compare to the VMT analysis of this Addendum. CEQA Guidelines Section 15064.3, subdivision (b) (Criteria for Analyzing Transportation Impacts) relates to determining the significance of transportation impacts and identifies VMT as the most appropriate metric to evaluate a project's transportation impacts. The VMT analysis required for purposes of CEQA is focused on employee-generated

²⁷ POLB 2000. Pages 3-39 and 3-40.

²⁸ POLB 2000. Pages 3-42 and 3-43.

²⁹ POLB 2000. Pages 3-45.

³⁰ POLB 2000. Pages 3-45 and 3-46.

vehicle trips (i.e., automobile or light-duty vehicle trips) related to the proposed Project, not on heavy-duty trucks.

Per the City of Long Beach's Traffic Impact Analysis Guidelines, Section 2.2.2 (Presumption of Less than Significant Impact for Residential and Office Projects in Low VMT Areas; City of Long Beach 2020), the Port is located in an area where average VMT per employee is more than 15 percent higher than the average VMT per employee for Los Angeles County. The threshold of significance related to VMT per employee in the City of Long Beach is 15 percent below the Los Angeles County average for projects in industrial zones consistent with the General Plan land use designation.

No additional construction workers would be needed to support activities within the laydown areas (i.e., no increase in the construction workforce estimates evaluated in the Final EIR). The Final EIR evaluated a construction workforce of 180 personnel that would generate 300 trips per day during the most active construction period.³¹ VMT associated with the proposed activities would require approximately 150 construction workers over a 27-month period. The proposed Project would have a negligible impact on the existing transportation network due to the low numbers of daily vehicle trips required to support proposed activities.

The proposed Project would not construct new roadways, alter existing roadways, or construct new structures. Therefore, the proposed Project would have no impact on the existing transportation network at the Port or conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system, including intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Furthermore, the proposed Project would not increase hazards due to geometric design features or incompatible uses. In addition, the proposed Project would not construct any structures or infrastructure that would obstruct or interfere with emergency access or evacuation routes. The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on transportation.

Maritime Transportation. Construction activities associated with the dredge and fill operations for the Berth G234 wharf and Pier G South Slip Fill would be consistent with the Final EIR for the Approved Project. The minor modification and addition would incorporate the use of submerged land and landside property for temporary construction laydown and staging. Equipment used for dredge and fill, such as barges and watercraft, would be stored and staged at the proposed construction laydown areas. This activity is not anticipated to impact marine transportation in the Southeast Basin or the West Basin due to their interior location and localized nature and limited duration of construction activity. Furthermore, these areas have been previously used for construction staging and laydown. Therefore, the proposed Project would not result in new significant impacts to maritime transportation.

³¹ POLB 2000. Page 3-40.

3.18 Tribal Cultural Resources

Summary of Impacts Identified in the Final EIR

The Final EIR did not evaluate impacts on tribal cultural resources. Tribal cultural resources was not an environmental issue area required under CEQA Guidelines Appendix G (Environmental Checklist) at the time of preparation of the Final EIR.

Impacts Associated with the Proposed Project

The construction laydown areas are located on artificial fill and previously disturbed soils. The proposed Project would not result in any ground-disturbing activities (i.e., soil excavation, grading, or earthmoving activities) or site modifications. Because the laydown areas were previously disturbed and located on artificial fill, tribal cultural resources are not likely present and there is very low potential to discover an unknown or buried tribal resource. Therefore, the proposed Project would have no impact on California Native American tribe resources. No impacts would occur.

3.19 Utilities and Service Systems (Utilities)

Summary of Impacts Identified in the Final EIR

As discussed in Final EIR Section 3.9 (Utilities), impacts on utilities would be significant if the project-related demand for services would exhaust or exceed the capacity of existing resources.³² The Final EIR determined that the Approved Project would not have a substantial impact on utilities because proposed utility connections would be designed and constructed in consultation with the utility provider and operations would result in a negligible increase in employees (i.e., four additional employees). Impacts were determined to be less than significant, and no mitigation was required.³³

Impacts Associated with the Proposed Project

The proposed Project involves the temporary use of approximately 14.14 acres of submerged land and 6.74 acres of landside property on and in the vicinity of Pier T for construction equipment laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage associated with the Berth G234 Wharf and Pier G South Slip Fill. Proposed activities would not generate a demand for utilities or result in the construction of new or expanded service systems (e.g., water supply, wastewater treatment, stormwater drainage, natural gas supply, or telecommunications facilities). The proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts on utilities.

³² POLB 2000. Page 3-47.

³³ POLB 2000. Page 3-47.

3.20 Wildfire

Summary of Impacts Identified in the Final EIR

The Final EIR did not evaluate impacts on wildfire. Wildfire was not an environmental issue area required under CEQA Guidelines Appendix G (Environmental Checklist) at the time of preparation of the Final EIR.

Impacts Associated with the Proposed Project

California PRC Sections 4201–4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port is not located in or near a state responsibility area or lands classified as a Very High Fire Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection 2023). Accordingly, the proposed Project would not impair an emergency evacuation plan, exacerbate fire risks, require the installation or maintenance of associated infrastructure, or expose people or structures to significant risks related to wildfires. Therefore, no impacts would occur.

4. CONCLUSION

The proposed Project involves the proposed issuance of a Revocable Permit to ITS to occupy and use approximately 14.14 acres of submerged land and 6.74 acres of landside property on and in the vicinity of Pier T for construction equipment laydown and staging, parking of vehicles, storage of equipment, berthing of barges and other watercraft, and floating dredge pipe storage associated with the Berth G234 wharf and Pier G South Slip Fill Project. No site modifications or ground-disturbing activities would occur. These sites have been previously used as laydown areas for Port development projects. Based on the findings in Chapter 3 (Environmental Analysis), the proposed Project would not result in any new significant impacts or a substantial increase in the severity of impacts previously identified in the Final EIR. In addition, the proposed Project would not result in any of the conditions stipulated in CEQA Guidelines Section 15162 that would require preparation of a subsequent EIR or Negative Declaration. Therefore, an addendum is the appropriate CEQA document for the proposed Project.

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Appendix A. Air Quality Emissions Calculations



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Table 1. Emission Source Data for Tugboat Transit Activities - POLB Piers G&J EIR Addendum

<i>Equipment Type - Activity</i>	<i>Power Rating (kW)</i>	<i>Load Factor</i>	<i>Number Active</i>	<i>Equip-Hrs Per Day</i>	<i>Daily kW-Hr</i>	<i>Work Days</i>	<i>Total kW-Hr</i>
Tugboat - Propulsion Engine - Transit	336	0.50	2	1.0	336	821	275,709
Tugboat - Auxiliary Engine	58	0.34	2	1.5	59	821	48,745
Tugboat - Propulsion Engine - Idle	336	0.10	2	0.5	34	821	27,571

Note: Load factors obtained from Table 3.1 of the San Pedro Bay Ports Emissions Inventory Methodology Report Version 5, except used higher/lower load factors for Tugboat Transit/Idle to simulate loads for these modes of operation.

Table 2. Emission Factors for Tugboat Transit Activities - POLB Piers G&J EIR Addendum

<i>Equipment Type</i>	<i>Fuel Type</i>	<i>Emission Factors (Gm/kW-Hr)</i>						
		<i>VOC</i>	<i>CO</i>	<i>NOx</i>	<i>SOx</i>	<i>PM10</i>	<i>PM2.5</i>	<i>CO2</i>
Tugboat - Propulsion Engine < 2,000 kW - Model Years 2013+	D	0.33	5.00	5.89	0.01	0.14	0.12	652
Tugboat - Auxiliary Engine 19-75 kW - Model Years 2009-2013	D	0.40	5.50	7.13	0.01	0.30	0.27	652

Note: Tier 3 emission factors obtained from Appendix H Table H1.11 of the Draft Integrated Feasibility Report and EIS/EIR (USACE and POLB 2019).

Table 3. Emissions - POLB Piers G&J EIR Addendum

<i>Equipment Type - Activity</i>	<i>VOC</i>	<i>CO</i>	<i>NOx</i>	<i>SOx</i>	<i>PM10</i>	<i>PM2.5</i>	<i>CO2 (mt)</i>
Daily Emissions (Pounds)							
On-road Vehicles	0.2	2.7	5.5	0.0	4.8	1.2	1.4
Off-road Equipment	0.4	8.5	2.6	0.0	0.2	0.1	0.6
Tugboat - Propulsion Engine - Transit	0.2	3.7	4.4	0.0	0.1	0.1	0.2
Tugboat - Auxiliary Engine	0.1	0.7	0.9	0.0	0.0	0.0	0.0
Tugboat - Propulsion Engine - Idle	0.0	0.4	0.4	0.0	0.0	0.0	0.0
Total Daily Emissions	0.9	16.0	13.8	0.0	5.2	1.4	2.3
Annual Emissions (Tons)							
On-road Vehicles	0.02	0.24	0.48	0.00	0.43	0.11	253
Off-road Equipment	0.05	1.10	0.33	0.02	0.02	0.02	153
Tugboat - Propulsion Engine - Transit (1)	0.04	0.68	0.80	0.00	0.02	0.02	80
Tugboat - Auxiliary Engine (1)	0.01	0.13	0.17	0.00	0.01	0.01	14
Tugboat - Propulsion Engine - Idle (1)	0.00	0.07	0.08	0.00	0.00	0.00	8
Total Annual Emissions	0.13	2.21	1.86	0.02	0.48	0.15	508
Total Emissions (Tons)							
On-road Vehicles	0.04	0.54	1.08	0.00	0.97	0.25	569
Off-road Equipment	0.11	2.47	0.74	0.04	0.04	0.04	344
Tugboat - Propulsion Engine - Transit	0.10	1.52	1.79	0.00	0.04	0.04	180
Tugboat - Auxiliary Engine	0.02	0.30	0.38	0.00	0.02	0.01	32
Tugboat - Propulsion Engine - Idle	0.01	0.15	0.18	0.00	0.00	0.00	18
Total Project Emissions	0.29	4.98	4.17	0.05	1.08	0.35	1,143

Note: (1) Based on 365 days/year of activities.