

Addendum to the Berths 212-224 [Yusen] Container Terminal Improvements Project Environmental Impact Report

Prepared By:



With assistance from:



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Acronyms and Abbreviations

AMP	Alternative Maritime Power
APP	Application for Port Permit
AQMP	Air Quality Management Plan
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
COVID-19	Coronavirus Disease 2019
dBA	A-weighted decibel
DPM	diesel particulate matter
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
GHG	greenhouse gas
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAHD	Los Angeles Harbor Department
LM	lease measure
LOS	level of service
MM	mitigation measure
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resource Zone
No.	Number
NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
OPR	Office of Planning and Research
P692	Permit Number 692
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM ₁₀	particulate matter less than 10 microns in diameter
Port	Port of Los Angeles
Port Complex	Los Angeles/Long Beach Port Complex
SC	Standard Condition of Approval
SCAQMD	South Coast Air Quality Management District
TAC	toxic air contaminant
TEU	twenty-foot equivalent unit
U.S.	United States
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
YTI	Yusen Terminals, LLC

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1.0 PROJECT OVERVIEW AND BACKGROUND

The Los Angeles Harbor Department (LAHD) has prepared this Addendum to the Berths 212-224 (YTI) Container Terminal Improvements Project Environmental Impact Report (EIR) that was prepared and certified as part of a joint Environmental Impact Statement (EIS)/EIR document (LAHD 2014a). The EIS/EIR was prepared pursuant to the National Environmental Policy Act and California Environmental Quality Act (CEQA). Pursuant to CEQA and, specifically, Public Resources Code Section 21166 and CEQA Guidelines Section 15164, this Addendum considers whether proposed modifications to the Berths 212-224 (YTI) Container Terminal Improvements Project (Approved Project), as described below, would result in new significant impacts or a substantial increase in the severity of previously identified significant effects since the EIR was certified and the project was approved in November 2014 (State Clearinghouse No. 2013041017). Yusen Terminals, LLC (YTI) is the applicant for the Modified Project, and LAHD is the lead agency under CEQA.

YTI operates an existing marine container terminal at Berths 212-224 located on Terminal Island within the Port of Los Angeles (Port), pursuant to Permit No. 692 (P692) dated October 27, 1990, as amended (Permit), which expires on September 30, 2026. The Approved Project included constructing various improvements to the terminal such as deepening berths, installing sheet piles, expanding the on-dock rail facilities, and making various cranes improvements and backland surface improvements. The Permit, as amended in 2014, incorporated the Mitigation Monitoring and Reporting Program (MMRP) in the 2014 certified EIR to ensure compliance with certain mitigation measures (MMs) and lease measures (LMs) that are the responsibility of YTI.

The proposed modifications include an amendment to P692 for a term of up to 31 years. Under the Permit amendment, YTI would continue to operate the existing marine container terminal at Berths 212-224 and complete components previously approved in the 2014 certified EIR. The Permit amendment imposes new terms on YTI pertaining to its annual equipment procurement planning, zero-emissions infrastructure planning, and transition to zero-emissions equipment. Additionally, YTI and the Port are implementing LM AQ-4 (Zero- or Near Zero-Emissions Demonstration Project) with the demonstration of two zero-emissions yard tractors that would extend well beyond YTI's current Permit term ending in 2026. This lease measure and other measures contained in the MMRP and Permit would remain in the Permit amendment with adjustments to the timing, updates to the environmental requirements consistent with the 2017 Clean Air Action Plan (CAAP) update and applicable federal, state, and regional/local rules and regulations, and changes to the name of the shipping company of certain measures. Given the significant long-term investment, an up to 31-year term is needed to provide YTI with the necessary time to review and evaluate emerging technologies, develop their future plans, and secure the necessary financing needed to fund and implement zero-emissions technologies. These modifications constitute only minor technical revisions and additions to the Approved Project and certified EIR, which do not result in any of the conditions described in CEQA Guidelines Section 15162 requiring the preparation of a supplemental or subsequent EIR (CEQA Guidelines Section 15164).

1.1 Introduction

1.1.1 Approved Project

On November 7, 2014, the Los Angeles Board of Harbor Commissioners approved Resolution No. 14-7721 certifying the EIR and approving the Berths 212-224 [YTI] Container Terminal Improvements Project to construct various improvements to the premises, including deepening berths, installing sheet piles, expanding the on-dock rail facilities, and making various cranes improvements and backland surface improvements. On December 18, 2014, the Los Angeles Board of Harbor Commissioners approved Resolution No. 14-7737 for the 11th amendment to P692 with YTI, which incorporated the requirements of the MMRP to ensure compliance with certain mitigation measures, lease measures, and project conditions that are the responsibility of YTI.

On September 10, 2020, the Los Angeles Board of Harbor Commissioners approved Resolution No. 20-9682 for the 12th amendment to P692 with YTI, which removed 4.04 acres of land from YTI's existing premises that had limited access to the container terminal and incorporated 11.08 acres at Berths 206-209 for use as a storage and repair area for container chassis and container handling equipment. The 12th amendment increased YTI's premises covered under P692 from approximately 225 acres to approximately 232 acres.

On August 10, 2023, the Los Angeles Board of Harbor Commissioners approved Resolution No. 23-10190 for the 13th amendment to P692 with YTI, which removed Nippon Yusen Kabushiki Kaisha Ltd. as the guarantor and added Ocean Network Express Holdings Ltd. and Ocean Network Express Pte. Ltd. as the guarantor.

The YTI container terminal encompasses a total of approximately 232 acres. Approximately 198 acres are used for backlands and container storage and approximately 34 acres are used for YTI's portion of the on-dock rail facility known as the Terminal Island Container Transfer Facility. The terminal includes three operating berths for vessels at Berths 212-213, Berths 214-216, and Berths 217-220. No vessel berthing occurs between Berths 221-224. Alternative Maritime Power has been installed and is currently in use at all three operating berths for vessels to plug in to shoreside electrical power while being docked.

Since 2014, most components of the Approved Project have been completed, while certain components are still being planned as follows:

Completed

- Dredging and installing sheet piles and king piles at Berths 214-216 and 217-220.
- Extending existing 100-foot gauge landside crane rail to Berths 217-220.
- Performing ground repairs and maintenance activities in the backland area.
- Expanding the Terminal Island Container Transfer Facility on-dock rail by adding a single operational rail track.

Not Yet Completed

- Extending the height and outreach of up to six existing cranes – The 2014 certified EIR analyzed raising the height and extending the booms of up to six cranes to match the size of the four largest existing cranes to accommodate loading and unloading of 22-container-wide cargo vessels. The extension of the height and outreach of the cranes was delayed due to the Coronavirus Disease 2019 (COVID-19) pandemic and resulting market conditions. YTI still plans to extend the height and outreach of up to six cranes as previously analyzed by the Approved Project (i.e., crane modifications would be consistent with the height/outreach described in the 2014 certified EIR).
- Replacing up to two existing nonoperating cranes – The 2014 certified EIR analyzed replacing four existing nonoperating cranes with new cranes (LAHD 2014b). To date, YTI has only replaced two of the four nonoperating cranes. Future crane replacements would be consistent with the height/outreach described in the 2014 certified EIR.

The 2014 certified EIR analyzed the terminal's berths and container yard throughput capacities for the Approved Project. Annual "throughput capacity" is the anticipated high end of the realistic operating range of containers a terminal can handle in a year. Throughput capacity of a terminal is based on site-specific physical and operational parameters such as terminal configuration, berth length, backland area, the ratio of berth length to backland area, and the number and types of equipment in use. Based on the 2014 certified EIR analysis, the berth capacity is estimated to be 3.3 million twenty-foot equivalent units (TEUs) per year, and the container yard capacity is estimated to be 1.913 million TEUs annually. Therefore, YTI terminal's maximum throughput (i.e., capacity) is backlands constrained and limited by the container yard storage capacity of 1.913 million TEUs (LAHD 2014a).

The 2014 certified EIR assumed the largest vessel size that could be accommodated at the terminal was 13,000 TEUs, due to the limitations of the wharf, the draft of the Vincent Thomas Bridge, and the dredge depth. However, after further review of the parameters at the terminal, it is anticipated that the largest vessel size accommodated would be 14,000 TEUs. LAHD conducted an updated capacity analysis of the YTI container terminal that estimated the current capacity conditions (LAHD 2025). The analysis determined that although the terminal could accommodate larger vessels (14,000 TEUs), the container yard capacity remains constrained at 1.913 million TEUs. Therefore, although the terminal could handle a larger vessel size compared to the previous assessment, the anticipated annual throughput capacity of 1.913 million TEUs remains valid (LAHD 2025).

1.1.2 Previous Environmental Documents Incorporated by Reference

Consistent with CEQA Guidelines Section 15150, the following documents were relied upon in preparation of this Addendum and are incorporated herein by reference:

- Port of Los Angeles Berths 212-224 (YTI) Container Terminal Improvements Project Draft Environmental Impact Statement/Environmental Impact Report. May 2014. State Clearinghouse No. 2013041017.

- Port of Los Angeles Berths 212-224 (YTI) Container Terminal Improvements Project Final Environmental Impact Statement/Environmental Impact Report. October 2014. State Clearinghouse No. 2013041017.
- Port of Los Angeles Final Mitigation Monitoring and Reporting Program Berths 212-224 (YTI) Container Terminal Improvements Project Environmental Impact Report. October 2014. State Clearinghouse No. 2013041017.
- Permit No. 692 between the City of Los Angeles, acting by and through its Board of Harbor Commissioners and YTI, dated October 27, 1990, and subsequent amendments and resolutions.

Section 3.0, Environmental Analysis, summarizes the incorporated portions of the 2014 certified EIR and relates that information to the Modified Project and analysis contained in this Addendum (CEQA Guidelines Section 15150(c)). Other sections of the 2014 certified EIR are incorporated by reference as noted throughout this Addendum.

1.2 Document Format

This Addendum contains the following sections:

- Section 1.0. Project Overview and Background. This section provides an overview of the Approved Project and the CEQA environmental documentation process.
- Section 2.0. Modified Project Description. This section provides a detailed description of the Modified Project.
- Section 3.0. Environmental Analysis. This section presents the environmental analysis for each issue area evaluated in the 2014 certified EIR. The analysis assesses if the impacts of the Modified Project compared to the impacts that were previously evaluated in the 2014 certified EIR would create new significant environmental effects or a substantial increase in the severity of previously identified significant effects. If no new significant environmental effects or substantial increase in the severity of previously identified significant effects are determined, the relevant section provides a brief discussion of the reasons why.
- Section 4.0. Conclusion. This section provides a conclusion of the environmental analysis associated with the Modified Project.
- Section 5.0. References. This section provides a list of reference materials used during preparation of this Addendum.

1.3 California Environmental Quality Act Process

This document was prepared in accordance with CEQA (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 California Code of Regulations 15000 et seq.), and the City of Los Angeles CEQA Guidelines (City of Los Angeles 2006), as applicable. A primary objective of CEQA is to disclose the reasonably foreseeable and potential significant adverse environmental effects of discretionary projects proposed to be adopted by public agencies. CEQA requires that the potential environmental effects of a project be evaluated prior to project approval

and implementation. Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367 of the CEQA Guidelines (14 California Code of Regulations 15000 et seq.), LAHD is the lead agency. To fulfill the purpose of CEQA, this Addendum has been prepared pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162–15164 as contained in Section 3.0, Environmental Analysis.

Public Resources Code Section 21166 and CEQA Guidelines Section 15162 provide, in relevant part, that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- 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 or the Negative Declaration was adopted, shows any of the following:
 - 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.
 - 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 lead agency or responsible agency must prepare an addendum to a previously certified EIR if some changes or additions are necessary to a project but none of the conditions described in CEQA Guidelines Section 15162 requiring preparation of a subsequent EIR have occurred (CEQA Guidelines Section 15164(a)). Under this scenario, a decision-making body must consider the addendum with the final EIR prior to making a decision on the project (CEQA Guidelines Section 15164(d)). As explained herein and based on substantial evidence, the proposed modifications to the Approved Project constitute only minor technical revisions to the 2014 certified EIR and, as presented in Section 3.0, Environmental Analysis, do not result in any new

significant impacts, and do not present any of the conditions that require the preparation of a subsequent EIR.

1.4 Scope and Content of the Addendum

This Addendum has been prepared in accordance with the requirements of CEQA and the CEQA Guidelines. This Addendum describes the affected environmental resources and evaluates the potential changes in the impacts from what was previously analyzed in the 2014 certified EIR with respect to the Modified Project.

The criteria for determining the significance of environmental impacts in this Addendum analysis are the same as those contained within the 2014 certified EIR, with modifications to comply with changes in CEQA laws since 2014.¹ The threshold of significance for a given environmental effect is the level at which LAHD, as the CEQA lead agency, finds a potential effect of the Modified Project to be significant. Threshold of significance can be defined as a “quantitative or qualitative standard, or set of criteria, pursuant to which significance of a given environmental effect may be determined” (CEQA Guidelines Section 15064.7(a)). Except as noted in particular sections of this document, LAHD has adopted the City of Los Angeles CEQA Thresholds for purposes of this Addendum, although some criteria were adapted to the changes in CEQA law and CEQA Guidelines and specific circumstances of the Modified Project.

¹ Examples of changes in CEQA since 2014 and assessed in this Addendum include new resource areas of study under the Environmental Analysis in Section 3.0 (Tribal Cultural Resources and Wildfire) and new methodology to assess previous study areas (transportation changes pursuant to Senate Bill 743, as codified in California Public Resources Code Section 21099 and CEQA Guidelines Section 15064.3).

2.0 MODIFIED PROJECT DESCRIPTION

2.1 Project Location

Regional Setting

The Port is located in San Pedro Bay, approximately 20 miles south of downtown Los Angeles (Figure 2-1). The Port encompasses approximately 7,500 acres of land and water along 43 miles of waterfront and provides a major gateway for international goods and services. The Port comprises approximately 24 major cargo terminals, including dry and liquid bulk, container, break bulk, automobile, and passenger facilities. In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, and boat repair facilities, as well as recreational, community, and educational facilities. The Port also provides slips for approximately 3,800 recreational vessels, 78 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants primarily located along the west side of the Main Channel. It also accommodates recreation, community, and educational facilities, such as the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, Los Angeles Maritime Museum, 22nd Street Park, Wilmington Waterfront Park, and a public swimming beach.

Project Setting

YTI operates an existing marine container terminal on approximately 232 acres at Berths 212-224 under LAHD P692 (Figure 2-2). The physical street address is 701 New Dock Street, and the terminal is located on Terminal Island, within an industrial area generally bounded on the north by the confluence of the Cerritos and East Basin Channels, SA Recycling at Berths 210-211 to the east, Seaside Avenue and State Route 47 to the south, and the East Basin Channel to the west. There is no change being proposed to the physical location or footprint of the terminal.

2.2 Project Objectives

The Modified Project's objective is to obtain a Permit amendment from LAHD for YTI to continue operating the existing marine container terminal at Berths 212-224, complete components previously approved in 2014, and implement new terms pertaining to annual equipment procurement planning, zero-emissions infrastructure planning, and transition to zero-emissions equipment. Notably, the Modified Project would enable the YTI terminal to begin transitioning to zero-emissions cargo-handling equipment before January 1, 2030, if feasible, to meet the San Pedro Bay Ports CAAP goal for cargo-handling equipment. This objective defines the Modified Project need and is consistent with those previously identified for the Approved Project in the 2014 certified EIR.

Port of Los Angeles - Regional Map

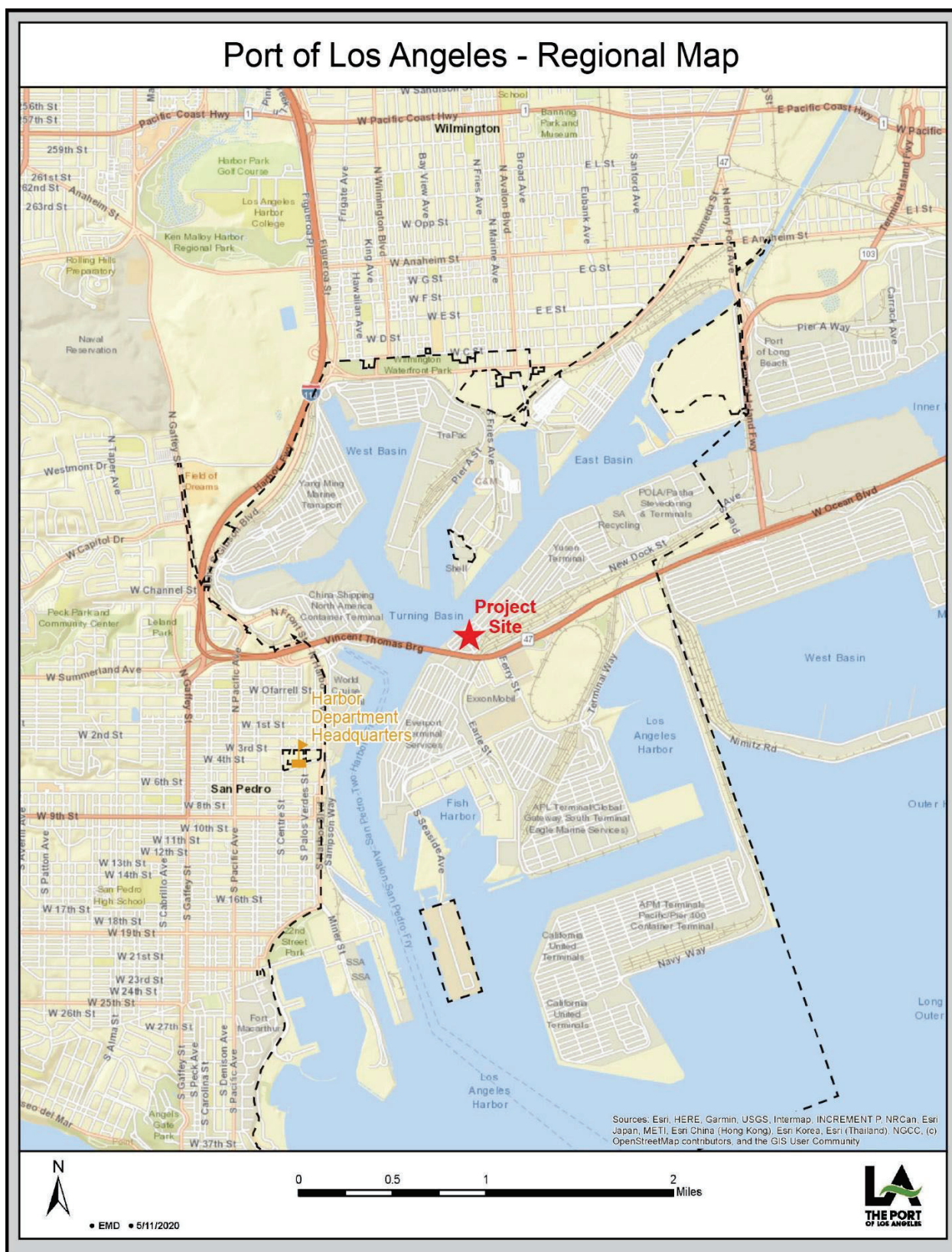


Figure 2-1. Regional Location Map



Figure 2-2. Project Vicinity Map

2.3 Project Description

The Modified Project is summarized as follows:

- Issuance of a Permit amendment with a term of up to 31 years to allow for continued operations of an existing marine container terminal and for YTI to complete the remaining components of the Approved Project.
- Incorporation of a modified MMRP into the Permit amendment, which modifies the timing, updates the environmental requirements consistent with the 2017 CAAP update and applicable federal, state, and regional/local rules and regulations, and changes the name of the shipping company in lease measures contained in the MMRP (refer to Appendix A, Modified MMRP).

A detailed description is provided below.

2.3.1 Permit Amendment

The Permit amendment will allow YTI to continue to operate the existing marine container terminal at the Berths 212-224 premises for up to an additional 31 years and complete the previously Approved Project components. The Permit amendment will not include any physical alterations of the terminal or operational modifications that have not been previously analyzed in the 2014 certified EIR. The Permit amendment will serve several purposes.

First, it will allow YTI to complete the following components of the Approved Project that have not yet been completed:

- Extending the height and outreach of up to six cranes – The 2014 certified EIR analyzed raising the height and extending the booms of up to six cranes to match the size of the four largest existing cranes to accommodate loading and unloading of 22-container-wide cargo vessels. The 2014 certified EIR anticipated that the new cranes would have a maximum outreach of 197 feet, and that the new cranes would not exceed the height (314.2 feet in the “boomed up” position) of the existing largest cranes at the Project site. The extension of the height and outreach of the cranes has been delayed due to the COVID-19 pandemic and resulting market conditions. YTI still plans to extend the height and outreach of up to six cranes as previously analyzed for the Approved Project (i.e., crane modifications would be consistent with the height/outreach described in the 2014 certified EIR). Beyond extending the completion date for this aspect of the Approved Project, no additional modifications would occur.
- Replacing up to two existing nonoperating cranes – To date, YTI has replaced only two out of four of its nonoperating cranes due to COVID-19 and market conditions. YTI still plans to replace up to an additional two nonoperating cranes during the Permit amendment term as previously analyzed by the Approved Project. Future crane replacements would not exceed the maximum outreach (197 feet) and height (314.2 feet) of the new cranes analyzed in the 2014 certified EIR. Beyond extending the completion date for this aspect of the Approved Project, no additional modifications would occur.

Second, it will allow the Port and YTI to complete LM AQ-4 (Zero- or Near Zero-Emissions Demonstration Project) with demonstrations of two zero-emissions cargo-handling yard tractors that would extend well beyond YTI's current Permit term ending in 2026. LM AQ-4 (Zero- or Near Zero-Emissions Demonstration Project) states, "The Tenant will participate in a demonstration project lasting three years to investigate the feasibility of using two zero emission or near zero-emission yard tractors on the YTI terminal. LAHD shall provide the equipment to be tested and any necessary infrastructure, including charging stations, as part of the project," (LAHD 2014c). YTI will be demonstrating two battery electric yard tractors, one MAFI Terminal Tractor Type T 230e and one TICO ProSpotter 4x2 Terminal Tractor, for a period of three years. Delivery of the yard tractors occurred in Quarter 4 of 2025. The demonstration is expected to begin in July 2026 once the yard tractors are fully commissioned and put into operations for testing.

Third, YTI must review and evaluate the emerging technologies, develop infrastructure plans, and secure the necessary funding for acquiring zero-emissions technology. This review and evaluation process is necessary because zero-emissions technologies for marine terminal operations are still in the early stages of development, especially for conventional terminals like YTI.

As separate and independent exempted activities previously approved by LAHD, YTI is performing demonstrations and testing of hydrogen fuel cell and battery electric powered equipment (LAHD 2024, 2023a, 2023b). YTI is performing demonstrations and testing of hydrogen fuel cell powered equipment for one rubber-tired gantry crane, two yard tractors, and one top handler. In addition, YTI is performing commercial demonstration on battery electric powered equipment for two yard tractors, five top handlers, seven forklifts, and associated charging equipment.

While electrically powered equipment has advanced in the last two to three years for marine terminals, hydrogen-powered equipment is just now entering the testing phase in some applications. YTI estimates that it may be required to invest between \$500 and \$750 million dollars to transition its existing fleet of diesel cargo-handling equipment to zero-emissions technology, such as with battery electric and hydrogen fuel cell technologies.

The Permit amendment term of up to 31 years provides for the necessary time that YTI would need to secure funding for this significant long-term investment. However, any future development plans for infrastructure to implement zero-emissions equipment would be subject to additional environmental review under CEQA in the future.

LAHD performed an updated analysis of the YTI terminal to confirm the capacity of the terminal based on the existing physical configuration and cargo throughput volumes that are projected to be handled at the terminal over the proposed up to 31-year term of the Permit amendment (LAHD 2025). The key inputs for the container yard capacity analysis were 1) the total number of spaces for container storage capacity that accounts for various container handling variations and the type of cargo equipment used; 2) local market, on-dock, and off-dock intermodal shares for import and export containers; 3) dwell time (i.e., how long a container sits at the terminal); 4) peaking factors; and 5) stacking height (i.e., how high the containers are stacked on top of each other in storage

piles). As part of YTI's review of the analysis inputs they confirmed that there has been no change in static storage capacity, and that current dwell times are higher than what was assumed in the 2014 certified EIR analysis. The higher dwell times equate to less turnover of containers at the container yard, which results in lower throughput (LAHD 2025).

The Permit amendment does not include any new development that would cause physical changes to the terminal (i.e., terminal configuration, berth length, and backland area) or operational modifications beyond those previously studied in the 2014 certified EIR. Currently, the terminal's capacity is constrained by its container yard, which is not impacted by future crane replacements or by future crane extension or height modifications. Based on the existing physical configuration and cargo throughput volumes that are projected to be handled at the terminal over the proposed up to 31-year term of the Permit amendment, the Modified Project would not affect the capacity of the terminal that was analyzed in the 2014 certified EIR (LAHD 2025). Accordingly, there would be no substantial change to the terminal capacity and future cargo throughput projections would remain the same as previously analyzed in the 2014 certified EIR.

2.3.2 Modifications to the MMRP

The following modifications are proposed to the MMRP that was adopted for the 2014 certified EIR (refer to Appendix A, Modified MMRP for details):

- LM AQ-1 (Periodic Review of New Technology and Regulations). This measure requires a two-year periodic review of zero-emissions technologies, known as the "Expedited Feasibility Review," and a five-year review of technology advancements that may reduce emissions, known as the "Periodic Feasibility Review." This measure was developed in 2014, which pre-dates the CAAP 2017 update and the California Air Resources Board's (CARB's) Cargo Handling Equipment, Drayage Truck, and At-Berth regulations. LM AQ-1 was approved as a lease measure and incorporated into YTI's current P692 to consider the feasibility of zero-emissions technologies as they are developed. However, the effectiveness of this measure was not quantified from an air quality emissions reduction standpoint due to the uncertainty of future new technologies and the outcome of future feasibility or pilot studies. The Permit amendment will include new and updated environmental requirements consistent with the 2017 CAAP update and applicable federal, state, and regional/local environmental rules and regulations. LM AQ-1 is being modified to remove the two-year "Expedited Feasibility Review" because it will be replaced with updated requirements in the Permit amendment that require 1) transition to zero-emissions equipment pursuant to the CAAP goal of 100 percent zero-emissions cargo-handling equipment by 2030, 2) infrastructure planning to support zero-emissions equipment, 3) implementation of the Port's Clean Truck Program including the Clean Truck Fund Rate, which was established to transition to a zero-emissions truck fleet by 2035, and 4) compliance with all applicable environmental rules and regulations for trucks, cargo-handling equipment, rail technologies, and vessels berthed at terminals that utilize Alternative Maritime Power (AMP) or an AMP-equivalent technology. The "Periodic Feasibility Review" portion of the lease measure will not change and remain the same in the MMRP.

- LM AQ-3 (Container Ship Engine Emissions-Reduction Technology Improvements). This measure changes the name of the shipping company from NYK Line to any shipping line that visits the terminal. NYK Line is no longer a container shipping company operating at the YTI terminal.
- LM AQ-4 (Zero- or Near Zero-Emissions Demonstration Project). YTI and LAHD are in the process of completing LM AQ-4 and the deadline to complete this measure is being continued into the Permit amendment term.

Although no modifications are being proposed to MM AQ-10 (Alternative Maritime Power [AMP]), the following is provided for informational purposes only. MM AQ-10 is considered obsolete because it has been superseded by the CARB 2020 At-Berth Regulation, which requires that starting on January 1, 2023, all ocean-going container vessels that call at the YTI terminal connect to shore power or another CARB-approved emission control strategy while docked at berth, subject to certain exceptions. MM AQ-10 was developed prior to the 2020 At-Berth Regulation and applied only to NYK Line vessels; NYK Line no longer operates container ships at the terminal. Furthermore, while MM AQ-10 was limited to 95 percent of hoteling hours starting in 2026 for NYK Line AMP capable vessels only, the 2020 At-Berth Regulation has been in effect since 2023 requiring that 100 percent of all container vessel calls at the terminal utilize AMP or an AMP-equivalent technology. MM AQ-10 will not be effective in reducing at-berth emissions when compared to compliance with the current 2020 At-Berth Regulation nor would it be triggered because of its limited applicability to NYK Line vessels. As a standard provision, the Permit amendment will also require the Tenant to comply with all adopted rules and regulations applicable to the Tenant, including the CARB 2020 At-Berth Regulation and future revisions to that regulation. Compliance with regulations is considered part of the Modified Project under the Permit amendment, and therefore there is no need to modify MM AQ-10.

The proposed modifications to the MMRP as a result of the Modified Project constitute only minor technical revisions to the measures adopted as part of the 2014 certified EIR, do not result in any new significant effects or a substantial increase in the severity of previously identified significant effects, and do not trigger the need for preparation of a supplemental or subsequent EIR pursuant to CEQA Guidelines Section 15162 for the reasons explained herein.

2.4 Project Permits and Approvals

The approvals or permits that could be required for the Modified Project include, but are not limited to, the following actions by the identified agencies:

- LAHD – Permit Amendment

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3.0 ENVIRONMENTAL ANALYSIS

The 2014 Berths 212-224 [YTI] Container Terminal Improvements Project EIR analyzed the potential impacts from construction and operation of the Approved Project on the following resources:

- Aesthetics and Visual Resources
- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Geology
- Greenhouse Gas (GHG) Emissions
- Ground Transportation
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Marine Transportation
- Noise
- Public Services
- Utilities and Service Systems
- Water Quality, Sediments, and Oceanography

The 2014 certified EIR also analyzed socioeconomic and cumulative impacts of the Approved Project. Subsequent to approval of the 2014 certified EIR, the CEQA Guidelines checklist was amended to include and clarify potential thresholds of significance related to tribal cultural resources, the use of Vehicle Miles Traveled (VMT) rather than levels of service (LOS) in the transportation analysis, and wildfire. The 2014 certified EIR addressed most of the resource categories now outlined in CEQA Guidelines Appendix G (Environmental Checklist Form), although they were organized differently. For example, mineral resources were previously addressed under Geology; tribal cultural resources were previously addressed under Cultural Resources; energy was previously addressed under Utilities and Service Systems; and population and housing were previously addressed under Socioeconomics.

As discussed in Section 2.3, Project Description, the Modified Project would include the following components:

- Issuance of a Permit amendment with a term of up to 31 years to allow for continued operations of an existing marine container terminal and for YTI to complete remaining components of the Approved Project (i.e., extending the height and outreach of up to six existing cranes and replacement of up to two nonoperating cranes).

- Incorporation of a modified MMRP into the Permit amendment, which modifies the timing, updates the environmental requirements consistent with the 2017 CAAP update and applicable federal, state, and regional/local rules and regulations, and changes the name of the shipping company in lease measures contained in the MMRP (refer to Appendix A, Modified MMRP).

This Addendum focuses on potential changes to impacts that would occur as a result of these components associated with the Modified Project. However, in general, extending the term of the operating permit would not result in any additional environmental impacts that were not previously disclosed in the 2014 certified EIR. Additionally, impacts that would potentially result from Modified Project construction activities (i.e., crane modifications) were evaluated in the 2014 certified EIR, and the only difference would be the timing of the activities. Also, operations under the Modified Project would be the same as those evaluated in the 2014 certified EIR. All mitigation measures, lease measures, and standard conditions of approval adopted for the Approved Project would also apply to the Modified Project as revised and reflected in the modified MMRP, lease, and conditions of approval. Consequently, the Modified Project would not cause any change in the impact determination from the 2014 certified EIR for those construction and operations activities.

3.1 Aesthetics

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Have an adverse effect on a scenic vista from a designated scenic resource due to obstruction of view?	Less than Significant Impact	No	No	No	No
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant Impact	No	No	No	No
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than Significant Impact	No	No	No	No
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The Approved Project evaluated the potential impacts associated with raising the height and increasing the outreach of some of the existing wharf cranes and replacing four existing nonoperating cranes with new cranes. The 2014 certified EIR anticipated that the new cranes

would have a maximum outreach of 197 feet and 22 containers wide, and that the new cranes would not exceed the height or outreach of the existing largest cranes at the Project site (LAHD 2014b). In addition, proposed lighting was designed in accordance with LAHD's lighting guidelines that mandate requirements for light fixtures, light controls, and pole distribution and height to minimize light spillover.

The 2014 certified EIR (Section 3.1, Aesthetics and Visual Resources) determined that the Approved Project would have less than significant impacts on aesthetics and scenic resources because it would not result in 1) substantial adverse effects to a scenic vista; 2) substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a state scenic highway; 3) substantial degradation to the existing visual character or quality of the Project site and its surroundings; 4) creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area; or 5) substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response (LAHD 2014b).

Cumulative Impacts

The 2014 certified EIR (Section 4.2.1, Aesthetics and Visual Resources) determined that the incremental change in ambient lighting conditions associated with the Approved Project as a result of up to two additional cranes and four additional operating cranes at the Project site would not create a substantial change in existing levels of ambient light in sensitive areas in the Project vicinity. Additionally, the lighting was designed in accordance with LAHD's lighting design guidelines to minimize off-project light spill, and because of the distance of the planned light fixtures from areas of potential sensitivity, the proposed lighting would not adversely affect nearby light-sensitive areas. However, the 2014 certified EIR concluded that because past, present, and reasonably foreseeable future related projects would result in a significant impact related to light and glare, the new crane lighting from the Approved Project would make a cumulatively considerable contribution to a significant cumulative impact. The Approved Project's lighting plan incorporated the maximum use of measures to minimize off-site lighting and attenuate lighting impacts. Therefore, no additional mitigation measures were available to reduce the Approved Project's contribution to cumulative lighting impacts (LAHD 2014b).

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment with a term of up to 31 years. Under the Permit amendment, YTI would continue to operate the existing marine container terminal at Berths 212-224 and complete components previously evaluated in the 2014 certified EIR. As noted in Section 1.1.1, Approved Project, all construction activities associated with the Approved Project have been completed with the exception of raising the height and extending the outreach of up to six cranes to match the size of the four largest existing cranes and replacing two nonoperating cranes with new cranes. Under the Modified Project, the four new cranes would have an outreach of 188 feet, which is less than the maximum outreach of the cranes (197 feet)

analyzed in the 2014 certified EIR. Furthermore, future crane modifications and replacements would not exceed the height (314.2 feet in the “boomed up” position) of the existing largest cranes at the Project site. In addition, similar to the Approved Project, the Modified Project would be required to adhere to LAHD’s lighting design guidelines. However, none of these modifications would change the visual character of the Modified Project compared to the Approved Project analyzed in the 2014 certified EIR. Therefore, the Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

Cumulative Impacts

Although the Modified Project would extend the timing of alterations of existing cranes and replacement of nonoperational cranes, as proposed in the Approved Project, these modifications would not result in any new significant cumulative impacts or a substantial increase in the severity of cumulative impacts on ambient lighting conditions evaluated in the 2014 certified EIR. In addition, the Modified Project would adhere to LAHD’s lighting design guidelines to minimize light spillover. Therefore, the Modified Project would not result in new significant cumulative impacts or a substantial increase in the severity of previously identified impacts.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to aesthetics. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to aesthetics have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to aesthetics, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to aesthetics would occur as a result of the Modified Project.

3.2 Agriculture and Forestry Resources

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	No	No	No	No
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No	No	No	No
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined in Public Resources Code Section 4526)?	No Impact	No	No	No	No
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	N/A	N/A	N/A	N/A
(e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact	N/A	N/A	N/A	N/A

Note: The above issues are not applicable (N/A) to the 2014 certified EIR, as they were not part of the CEQA Guidelines Appendix G (Environmental Checklist Form) in 2014.

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

Impacts to agriculture and forestry resources were evaluated in the Initial Study that was prepared for the Approved Project (included in Appendix A1 of the Draft EIR). The Project site is located in a highly developed, industrial area that is designated General/Bulk Cargo – Non-Hazardous (Industrial/Commercial) under the City of Los Angeles General Plan and zoned Qualified Heavy Industrial ([Q] M3-1) under the City of Los Angeles Zoning Ordinance. The Project site is not zoned for agricultural use and does not contain any farmland, forest land, or timberland. The 2014 certified EIR concluded that the Approved Project would have no impacts on agriculture or forestry resources.

Cumulative Impacts

The 2014 certified EIR did not evaluate the Approved Project's potential contribution to cumulative impacts on agriculture and forestry resources. However, given that the Approved Project would

have no impact on agricultural and forestry resources, the Approved Project's contribution to significant cumulative impacts would be less than cumulatively considerable.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would occur on the same site as the Approved Project and would not modify the Project site's existing land use or zoning designation. Therefore, the Modified Project would not convert agricultural land to non-agricultural uses, conflict with existing zoning for agricultural use, forest land, or timberland, or result in the loss of forest land. Consequently, no impacts on agriculture and forestry resources would occur.

Cumulative Impacts

The Modified Project would not result in any new significant cumulative impacts or a substantial increase in the severity of cumulative impacts on agriculture and forestry resources.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to agriculture and forestry resources. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to agriculture and forestry resources have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to agriculture and forestry resources, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to agriculture and forestry resources would occur as a result of the Modified Project.

3.3 Air Quality

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant Impact	No	No	No	No
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant and Unavoidable	No	No	No	Yes
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Significant and Unavoidable	No	No	No	Yes
(d) Expose sensitive receptors to substantial pollutant concentrations?	Significant and Unavoidable	No	No	No	Yes
(e) Create objectionable odors affecting a substantial number of people?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.2, Air Quality and Meteorology) determined that the Approved Project would not conflict with or obstruct implementation of the applicable Air Quality Management Plan (AQMP), State Implementation Plan, CAAP, and LAHD Sustainable Construction Guidelines. The 2014 certified EIR also determined that construction and operation of the Approved Project would result in significant 1) emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), and carbon monoxide (CO); and 2) ambient concentrations of nitrogen dioxide (NO₂) and particulate matter less than 10 microns in diameter (PM₁₀). In addition, operation of the Approved Project would emit toxic air contaminants (TACs) that would result in significant cancer risk to the public. The 2014 certified EIR also determined that construction and operation of the Approved Project would not result in objectionable odors.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.2, Air Quality and Meteorology) determined that emissions from the Approved Project would make a cumulatively considerable and unavoidable contribution to an existing significant cumulative impact for NO_x, CO, and VOC emissions. In addition, the ambient impact of emissions from the Approved Project would result in a cumulatively considerable and unavoidable contribution to an existing significant cumulative impact for NO₂ and PM₁₀. The Approved Project would also make a cumulatively considerable and unavoidable

contribution to an existing significant cumulative impact for cancer risk. The Approved Project would not make considerable contributions to cumulative impacts regarding odors or conflicting with or obstructing implementation of an applicable AQMP.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

Regional air quality conditions within the South Coast Air Basin have improved somewhat compared to conditions evaluated in the 2014 certified EIR. Regarding the National Ambient Air Quality Standards, the region is still an extreme nonattainment area for ozone and a serious nonattainment area for particulate matter less than 2.5 microns in diameter (PM_{2.5}). Regarding the California Ambient Air Quality Standards (CAAQS), the region is a nonattainment area for ozone, PM₁₀, PM_{2.5}, and NO₂, but it has since attained the CAAQS for lead. Air quality conditions within the San Pedro Bay Port Complex areas have improved. For example, the South Coast Air Quality Management District (SCAQMD) estimates that cancer risk due to TAC emissions in the San Pedro Bay Port Complex areas decreased by about 57 percent from 2012 to 2018 (SCAQMD 2021), due in large part to TAC emissions-reduction measures implemented by the CAAP.

The Modified Project would result in changes in air pollutant emissions compared to those estimated in the 2014 certified EIR due to the following activities:

- Ongoing operation of the YTI terminal would result in lower emissions compared to emissions analyzed in the 2014 certified EIR on an equal throughput volume basis, due to the ongoing effects of regulations in place in 2014 and regulations promulgated after completion of the 2014 certified EIR. For example, cargo-handling equipment and locomotive fleets that service the YTI terminal would continue to turn over to cleaner-emitting units based on regulations in place in 2014. In addition, evaluation of MM AQ-10 in the 2014 certified EIR assumed that container vessels that hotel at the YTI terminal would use auxiliary marine power at an average rate of 91 percent beginning in 2026 (LAHD 2014a, Appendix B1, Table B1.25), whereas the current CARB Ocean-Going Vessel At-Berth Regulation of 2020 requires an auxiliary marine power compliance rate of 100 percent for container vessels.
- The Modified Project would result in minimal increases in emissions due to the infrequent use of a few vehicles to test and maintain the proposed cargo-handling equipment and trucks to transport hydrogen fuel (about one trip per day) to the Project site (LAHD 2023b).
- YTI terminal operations would result in decreases in emissions due to the eventual replacement of diesel-powered cargo-handling equipment with electric- and hydrogen-powered cargo-handling equipment. YTI initially would complete testing and demonstration of the viability of the proposed zero-emissions equipment. Afterward, zero-emissions equipment that support cargo-handling operations in the terminal could be utilized on terminal to reduce the operation of diesel-powered cargo-handling equipment and their associated emissions. However, to be conservative, the analysis assumed that the Modified Project would not result in any air quality benefits.

In summary, the Modified Project would result in lower emissions compared to emissions estimated for operations in the 2014 certified EIR.

The effects of the Modified Project discussed below would occur for up to 31 years into the future and would begin with the completion of the Permit amendment.

Conflict with Applicable Air Quality Plans and Policies

The Modified Project would be required to comply with all applicable air quality regulations to ensure that it would not obstruct implementation of the AQMP, State Implementation Plan, or CAAP. Notably, the Modified Project involves the continued operations of an existing marine container terminal that could enable the YTI terminal to begin transitioning to zero-emissions cargo-handling equipment before January 1, 2030, which is a goal of the CAAP. Therefore, the Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation

The Modified Project would result in lower amounts of air emissions and resulting off-site ambient pollutant concentrations compared to those estimated for the Approved Project. The 2014 certified EIR estimated that emissions from the Approved Project would result in significant ambient off-site concentrations of NO₂ and PM₁₀. Ambient pollutant concentrations produced from the Modified Project would not exceed these significant concentrations estimated for the Approved Project. Therefore, the Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to ambient air quality standards.

Result in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for Which the Project Region Is Nonattainment

The Modified Project would result in lower amounts of air pollutant emissions compared to those estimated for the Approved Project. The 2014 certified EIR estimated that the Approved Project would result in significant levels of VOC, NO_x, and CO emissions. Air emissions from the Modified Project would not exceed these significant levels of emissions estimated for the Approved Project. Therefore, the Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to cumulatively considerable net increases of criteria pollutants.

Sensitive Receptors

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 nearest sensitive receptors to the Project site are liveaboard residents located about 1,500 feet to the northeast, across the Cerritos Channel.

The exposure of sensitive receptors to substantial pollutant concentrations or TACs is a special concern.

Due to the ongoing effects of regulations in place in 2014 and regulations promulgated after completion of the 2014 certified EIR, the Modified Project would result in lower amounts of TACs compared to those estimated for the Approved Project, mainly in the form of diesel particulate matter (DPM) from the combustion of diesel fuel. Health effects from DPM are evaluated in terms of 1) annual noncancer effects and 2) lifetime cancer risks. The 2014 certified EIR estimated that DPM emissions from the Approved Project would result in a significant off-site cancer risk and less than significant noncancer effects to sensitive receptors. DPM emissions from the Modified Project would not exceed these health effects estimated for the Approved Project. Therefore, the Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts of pollutant concentrations to sensitive receptors.

Odors

The Modified Project would result in lower amounts of odors from the operation of diesel-powered maintenance vehicles compared to those estimated for the Approved Project. The 2014 certified EIR estimated that the Approved Project would result in objectionable odors that would not affect a substantial number of people due to the distance from sensitive receptors and the low odorous emission rates and intermittent nature of these sources. The odor emissions from the Modified Project would not exceed the odor levels estimated for the Approved Project. Therefore, the Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to creating objectionable odors that could affect a substantial number of people.

Cumulative Impacts

As noted above, the Modified Project would result in lower amounts of emissions of criteria pollutants, TACs, and odors compared to those estimated for operations in the 2014 certified EIR. The combination of emissions from the Modified Project and emissions from cumulative projects would not exceed the cumulative impacts identified for the Approved Project. Therefore, the Modified Project would not result in new significant cumulative impacts or a substantial increase in the severity of impacts identified in the 2014 certified EIR.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to air quality. No substantial changes in the environment have occurred since certification of the 2014

EIR, and no substantial new impacts related to air quality have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to air quality, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to air quality would occur as a result of the Modified Project.

3.4 Biological Resources

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Cause a loss of individuals or habitat of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat?	Less than Significant with Mitigation Incorporated	No	No	No	Yes
(b) Result in a substantial reduction or alteration of a state, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands?	Less than Significant Impact	No	No	No	No
(c) Interfere with wildlife movement/migration corridors?	Less than Significant	No	No	No	No
(d) Have the potential to introduce nonnative species into the Harbor that could substantially disrupt local biological communities?	Significant and Unavoidable	No	No	No	Yes
(e) Result in a permanent loss of marine habitat?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.3, Biological Resources) evaluated the potential impacts on biological resources resulting from Approved Project improvements to the YTI terminal, including dredging and in-water and upland construction, that would provide for increased container-handling capacity. The 2014 certified EIR determined that the Approved Project would have significant and unavoidable impacts on biological resources due to the expected increase in the number of Approved Project-related vessel calls and the associated potential to introduce nonnative species

into the Los Angeles Harbor, which could substantially disrupt local biological communities. The 2014 certified EIR also determined that the construction phase of the Approved Project could have significant impacts to aquatic species (e.g., mammals, fish, and sea turtles) due to underwater noise from pile driving and vessel strikes; however, these impacts could be mitigated to less than significant by incorporating avoidance measures (MM BIO-1: Avoid Marine Mammals and MM AQ-9: Vessel Speed Reduction Program). Other potential impacts associated with loss of designated natural habitat, interference with wildlife movement/migration corridors, and permanent loss of marine habitat were determined to be less than significant.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.3, Biological Resources) determined that the Approved Project could result in cumulatively considerable contributions to significant cumulative impacts related to increased risks of introducing nonnative species and vessel strikes of sensitive marine mammal and sea turtle species. Specifically, the increase in vessel traffic associated with the Approved Project would add to the cumulative potential for introduction of exotic species, which could become established in the Los Angeles Harbor over time despite existing control measures. Further, operation of many of the past, present, and future projects that result in increased vessel traffic to and from the Los Angeles Harbor could potentially increase whale and sea turtle mortality from vessel strikes. Because the Approved Project involved a slight increase in vessel traffic compared to baseline conditions, the 2014 certified EIR determined that the Approved Project would make a considerable contribution to an unavoidable significant cumulative impact.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment that would allow YTI to continue operations at the existing marine container terminal at Berths 212-224 and complete components previously evaluated in the 2014 certified EIR. All construction activities associated with the Approved Project have been completed, with the exception of raising the height and extending the outreach of up to six cranes and replacing two nonoperating cranes. Operation of the Modified Project under the Permit amendment would be largely unchanged from that of the Approved Project with respect to the potential for impacts on biological resources. The Modified Project operations would not result in further increases in vessel traffic or related potential for introductions of nonnative species or vessel strikes of marine mammals and sea turtles. However, the Permit amendment would extend operations for up to 31 years, during which time the Modified Project would continue to result in risks for introductions of nonnative species or vessel strikes of marine mammals and sea turtles (discussed below under Cumulative Impacts). Ongoing operation of the YTI terminal would result in reduced impacts associated with the introduction of nonnative species due to the ongoing effects of regulations in place in 2014 and regulations promulgated after completion of the 2014 certified EIR. For example, the 2018 California Biofouling Regulations require commercial vessels to manage hull biofouling to minimize nonindigenous species transfer, which further reduces the potential for the introduction of nonnative species.

Mitigation measures related to biological resources identified in the 2014 certified EIR, such as MM AQ-9 (Vessel Speed Reduction Program), would be applicable to Modified Project operations and incorporated into the Permit amendment. Other mitigation measures (i.e., MM BIO-1: Avoid Marine Mammals) identified in the 2014 certified EIR that are related to in-water construction activities would no longer apply given that in-water construction activities have been completed and, therefore, would not be included in the modified MMRP (see Section 2.3.2, Modifications to the MMRP). Therefore, the Modified Project would be within the scope of actions that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

Cumulative Impacts

The Modified Project would extend the timing of alterations of existing cranes and replacement of nonoperational cranes, as proposed in the Approved Project. The Modified Project operations would not result in further increases in vessel traffic or related potential for introductions of nonnative species or vessel strikes of marine mammals and sea turtles. However, the Permit amendment would extend operations for up to 31 years, during which time the Modified Project could continue to contribute to significant and unavoidable cumulative impacts related to introductions of nonnative species or vessel strikes of marine mammals and sea turtles, similar to the Approved Project. The magnitude of the Modified Project's contribution to significant cumulative impacts on aquatic habitats due to introductions of nonnative species over the up to 31-year period of the Permit amendment is unknown but likely reduced compared to the Approved Project due to regulations promulgated after completion of the 2014 certified EIR (e.g., 2018 California Biofouling Regulations). The magnitude of the Modified Project's contribution to significant cumulative impacts on marine mammals and sea turtles over the up to 31-year period of the Permit amendment is unknown but likely to be comparable to that of the Approved Project. As noted below, the 2018 Biological Surveys of the Los Angeles and Long Beach Harbors (Wood 2021) determined that nonnative species do not appear to be displacing native species within the Los Angeles/Long Beach Port Complex (Port Complex), as the diversity and abundance of fish, invertebrates, and algae have remained high across different aquatic habitats, suggesting that the presence of nonnative species does not necessarily result in degraded biological resources. Therefore, the Modified Project would continue to contribute to significant cumulative impacts but would not result in new significant cumulative impacts or a substantial increase in the severity of previously identified cumulative impacts.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to biological resources have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. Results from

the 2018 Biological Surveys of the Los Angeles and Long Beach Harbors (Wood 2021) determined that while nonnative species are present, the relative proportion and abundance of nonnative species in the Port Complex are comparable to those in other Southern California harbors. Because the Port Complex receives a substantially higher number of vessel calls than other Southern California harbors while the relative proportion and abundance of nonnative species in the Port Complex are comparable, survey data suggest that the presence of nonnative species is not attributable solely to vessel traffic. The 2018 Biological Surveys also concluded that nonnative species do not appear to be displacing native species within the Port Complex, as the diversity and abundance of fish, invertebrates, and algae have remained high across different aquatic habitats (Wood 2021). Therefore, while vessel traffic, including traffic associated with the Modified Project, remains a possible vector for introduction of nonnative aquatic species, it does not appear the cumulative impacts are more apparent in the Port Complex than in other anthropogenically influenced coastal habitats in Southern California despite the large number of vessel calls. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to biological resources, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to biological resources would occur as a result of the Modified Project.

3.5 Cultural Resources

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Have a significant impact on built environment historical resources?	No Impact	No	No	No	No
(b) Cause a substantial adverse change in the significance of an archaeological or ethnographic resource?	Less than Significant	No	No	No	No
(c) Result in the permanent loss of, or loss of access to, a significant paleontological resource?	Less than Significant	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.4, Cultural Resources) determined that the Approved Project would not involve the destruction of built historic, architectural, or cultural resources within the

Port. The 2014 certified EIR also noted that the Project site is located on imported/modern fill (i.e., dredged material), and the potential of encountering intact, unknown archaeological and ethnographic resources is considered to be extremely low in areas requiring activities that may disturb surface soils. Consequently, the 2014 certified EIR determined that the Approved Project would have a low potential to disturb, damage, or degrade previously undiscovered historical archaeological resources, and no potential to disturb, damage, or degrade unknown prehistoric archaeological, ethnographic, or paleontological resources. Nevertheless, a standard condition of approval (SC CR-1: Stop Work in the Area if Prehistoric and/or Archaeological Resources Are Encountered) was added to manage unanticipated discoveries during Project construction. Therefore, with the incorporation of this standard condition, impacts on cultural resources were determined to be less than significant.

Cumulative Impacts

As noted above, the 2014 certified EIR (Section 4.2.4, Cultural Resources) determined that the Approved Project would have a low potential to disturb, damage, or degrade previously undiscovered historical archaeological resources, and no potential to disturb, damage, or degrade unknown prehistoric archaeological, ethnographic, or paleontological resources because it is unlikely that any such resources are present. Additionally, the Approved Project included a standard condition of approval (SC CR-1: Stop Work in the Area if Prehistoric and/or Archaeological Resources Are Encountered) to manage unanticipated discoveries during Project construction. Consequently, the 2014 certified EIR determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact on historical buildings, known archaeological or ethnographic resources, or paleontological resources.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment that would allow YTI to continue operations at the existing marine container terminal at Berths 212-224 and complete components previously evaluated in the 2014 certified EIR. All construction activities associated with the Approved Project have been completed, with the exception of raising the height and extending the outreach of up to six cranes and replacing two nonoperating cranes. These modifications associated with the Modified Project would be within the scope of actions that were analyzed in the 2014 certified EIR. Operation of the Modified Project under the Permit amendment would be largely unchanged from that of the Approved Project with respect to the potential for impacts on cultural resources. The up to 31-year extension of operations under the Permit amendment would not change the Project's impacts to cultural resources as determined in the 2014 certified EIR. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve any further ground-disturbing activities, the Modified Project would not result in significant new impacts or a substantial increase in the severity of previously identified impacts.

Cumulative Impacts

As noted above, the 2014 certified EIR (Section 4.2.4, Cultural Resources) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact on historical buildings, known archaeological or ethnographic resources, or paleontological resources. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve any further ground-disturbing activities, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on cultural resources. Similarly, an up to 31-year extension of operations under the Permit amendment would not change the determination of the 2014 certified EIR that the Project would not contribute to a significant cumulative impact on cultural resources.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to cultural resources. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to cultural resources have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to cultural resources, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to cultural resources would occur as a result of the Modified Project.

3.6 Energy

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	N/A	N/A	N/A	Yes
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	N/A	N/A	N/A	No

Note: The above issues are not applicable (N/A) to the 2014 certified EIR, as they were not part of the CEQA Guidelines Appendix G (Environmental Checklist Form) in 2014.

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.14, Utilities and Service Systems) determined that construction and operation of the Approved Project would have a less than significant impact on energy resources, as it would not require new, off-site energy supply and distribution infrastructure or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.14, Utilities) determined that the Approved Project would not result in a cumulatively considerable contribution related to electricity demand, as it would not require the need to construct new, off-site energy supply and distribution infrastructure or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

Current regional and local energy conditions are essentially the same as those evaluated in the 2014 certified EIR, as the Los Angeles Department of Water and Power (LADWP) has generation capacity and non-regional sources of power to adequately serve the power requirements for the Los Angeles region and San Pedro Bay Port Complex. However, LADWP now has more renewable energy supplies in its resource portfolio compared to 2014. LADWP developed the LA100 Plan, which proposes to provide reliable and sustainable electricity for the region for the next 20 years and to transition to a 100 percent carbon-free power supply by 2035 (LADWP 2024).

In addition, the California Renewables Portfolio Standard has a target for utilities to obtain 60 percent of their electricity from renewable energy resources by 2030, and 100 percent by 2045.

Since certification of the 2014 EIR, the CEQA Guidelines Appendix G (Environmental Checklist Form) has been modified to include the following thresholds for determining the extent of impacts on energy:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Therefore, this Addendum evaluates potential energy impacts from the Modified Project with respect to these updated criteria. The effects of the Modified Project discussed below would occur for up to 31 years into the future and would begin with the completion of the Permit amendment.

Ongoing operation of the existing YTI terminal at Berths 212-224 would continue to utilize modern technologies and equipment, which would maximize efficiencies in energy consumption. In addition, new equipment would be required to meet California energy efficiency standards, including Title 24 and City of Los Angeles building code requirements.

Zero-emissions cargo-handling equipment associated with the Modified Project would consume electricity and hydrogen energy. Over time, replacing diesel-powered cargo-handling equipment with zero-emissions equipment would also shift energy consumption from diesel to electricity and hydrogen. A goal of the Modified Project is to demonstrate effective and reliable use of zero-emissions cargo-handling equipment. This demonstration process would include analysis of energy usages by the equipment and ultimately selection of equipment based on a metric for efficient energy usage. Therefore, no component of the Modified Project would consume energy resources in a wasteful, inefficient, or unnecessary manner. In addition, the energy demand of two pieces of zero-emissions equipment associated with the Modified Project, which would operate for only three years, would equate to a very small amount of the energy demand estimated for the Approved Project. The Modified Project would have no effect on a state or local plan for renewable energy or energy efficiency. As a result, the Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to energy resources.

Cumulative Impacts

The Modified Project would not consume energy in a wasteful, inefficient, or unnecessary manner. The combination of this energy demand, in combination with energy demand from cumulative projects, would result in inconsequential changes to cumulative impacts identified for the Approved Project in the 2014 certified EIR. Therefore, the Modified Project would not result in new significant cumulative impacts related to the efficient use of energy resources or a substantial increase in the severity of previously identified impacts.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to the usage of energy resources. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to energy have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to energy, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to energy would occur as a result of the Modified Project.

3.7 Geology and Groundwater and Soils

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Result in significant impacts from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure?	Less than Significant Impact	No	No	No	No
(b) Expose people and structures to substantial risk involving tsunamis or seiches?	Less than Significant Impact	No	No	No	No
(c) Result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from land subsidence/settlement?	Less than Significant Impact	No	No	No	No
(d) Result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from soil expansion?	Less than Significant Impact	No	No	No	No
(e) Result in or expose people or property to a substantial risk of landslides or mudflows?	No Impact	No	No	No	No

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
(f) Result in or expose people or property to a substantial risk of unstable soil conditions from excavation, grading, or fill?	Less than Significant Impact	No	No	No	No
(g) Result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	No	No	No	No
(h) Result in the destruction, permanent covering, or material and adverse modification of one or more distinct and prominent geologic or topographic features?	No Impact	No	No	No	No
(i) Result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from sea level rise?	Less than Significant Impact	No	No	No	No
(j) Encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure to construction/operations personnel and/or long-term exposure to future site occupants?	Less than Significant with Mitigation Incorporated	No	No	No	Yes
(k) Result in expansion of the area affected by contaminants?	Less than Significant Impact	No	No	No	No
(l) Result in a change to potable water levels?	No Impact	No	No	No	No
(m) Result in a demonstrable and sustained reduction in groundwater recharge capacity (for potable water storage)?	No Impact	No	No	No	No
(n) Result in violation of regulatory water quality standards at an existing production well?	No Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.5, Geology) determined that the Approved Project would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury as a result of geological conditions, such as seismic ground shaking, subsidence, or landslides. The 2014 certified EIR (Section 3.8, Groundwater and Soils) also determined that Approved Project construction activities could encounter soil and/or groundwater associated toxic substances or other contaminants, resulting in short-term exposure to construction personnel. However, implementation of mitigation measures (i.e., MM GW-1: Soil Sampling, Testing, and Treatment and MM GW-2: Contamination Contingency Plan) would reduce the potential severity of these impacts to less than significant.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.5, Geology) determined that the Approved Project's contribution to cumulative impacts on geology would be less than cumulatively considerable. The 2014 certified EIR (Section 4.2.8, Groundwater and Soils) also determined that the Approved Project's contribution to cumulative impacts on groundwater and soils would be less than cumulatively considerable.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment that would allow YTI to continue operations at the existing marine container terminal at Berths 212-224 and complete components previously evaluated in the 2014 certified EIR. All construction activities associated with the Approved Project have been completed, with the exception of raising the height and extending the outreach of up to six cranes and replacing two nonoperating cranes. These modifications associated with the Modified Project would be within the scope of actions that were analyzed in the 2014 certified EIR. Mitigation measures (i.e., MM GW-1: Soil Sampling, Testing, and Treatment and MM GW-2: Contamination Contingency Plan) identified in the 2014 certified EIR related to encountering contaminated soil and/or groundwater during construction would not apply to the Modified Project since construction activities with the potential to encounter contaminants have been completed.

Operation of the Modified Project under the Permit amendment would be largely unchanged from that of the Approved Project with respect to the potential for impacts on geology, groundwater, and soils. The up to 31-year extension of operations under the Permit amendment would not change the Project's impacts to geology, groundwater, and soils as determined in the 2014 certified EIR. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve any further ground-disturbing activities, the Modified Project would not result in significant new impacts or a substantial increase in the severity of previously identified impacts.

Cumulative Impacts

As noted above, the 2014 certified EIR (Section 4.2.5, Geology, and Section 4.2.8, Groundwater and Soils) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact on geology, groundwater, and soils. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve placement of new structures or ground-disturbing activities with potentials for encountering toxic substances or other contaminants, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on geology, groundwater, and soils. Similarly, an up to 31-year extension of operations under the Permit amendment would not contribute to a significant cumulative impact on geology, groundwater, and soils.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to geology, groundwater, and soils. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to geology, groundwater, and soils have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to geology, groundwater, and soils, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to geology, groundwater, and soils would occur as a result of the Modified Project.

3.8 Greenhouse Gas Emissions

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable	No	No	No	Yes
(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.6, Greenhouse Gas Emissions) determined that the Approved Project would generate GHG emissions from the combustion of diesel and gasoline in equipment and vehicles that would exceed the SCAQMD GHG significance threshold of 10,000 metric tons per year of carbon dioxide equivalent (CO₂e) for industrial projects in all operational analysis

years. The 2014 certified EIR also determined that the Approved Project would be consistent with state and local policies and plans for GHG emission reductions and climate change.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.6, Greenhouse Gas Emissions) determined that GHG emissions from the Approved Project would make a cumulatively considerable contribution to an existing significant cumulative impact related to GHG and global climate change. The Approved Project would not make considerable contributions to cumulative impacts regarding plans and policies adopted for the purpose of reducing GHG emissions and climate change impacts.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The global and regional environments for GHG emissions have changed by the following parameters, compared to the conditions described in the 2014 certified EIR:

- The global mean atmospheric concentration of carbon dioxide (CO₂) increased from about 396 parts per million in 2014 to 424 parts per million in 2025 (Global Monitoring Laboratory 2026). This accumulation of CO₂ in the atmosphere is a result of increased GHG emissions worldwide and its lifespan in the atmosphere of 50 to 200 years. International, national, and state organizations have updated their predictions of climate change based on this CO₂ trend.
- The State of California and City of Los Angeles promulgated new plans and policies for GHG emissions-reduction goals, and the Ports of Los Angeles and Long Beach finalized the 2017 CAAP, which sets GHG emissions-reduction goals for the Port of Los Angeles and Port of Long Beach (see below for further discussions).

The effects of the Modified Project discussed below would occur for up to 31 years into the future and would begin with the completion of the Permit amendment.

As discussed in Section 3.3, Air Quality, the Modified Project would result in lower air pollutant emissions compared to those estimated for operations in the 2014 certified EIR for the Approved Project on an equal throughput volume basis and this would include GHG emissions. The 2014 certified EIR estimated that the Approved Project would generate GHG emissions that would exceed the SCAQMD GHG significance threshold of 10,000 metric tons per year of CO₂e in all operational years. GHG emissions from the Modified Project would continue to exceed the SCAQMD GHG significance threshold, but at levels lower than those estimated in the 2014 certified EIR. Therefore, the Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to GHG emissions.

Several state, regional, and local plans have been developed that set goals for the reduction of GHG emissions over the next several years. The Modified Project would promote achieving the GHG emissions-reduction goals in many of these plans by testing and demonstrating the feasibility of

electric- and hydrogen-powered zero-emissions cargo-handling equipment. Some of these plans include the following:

- The CARB 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) includes several electric vehicle and hydrogen fuel initiatives that are needed for California to achieve the target to reduce GHG emissions by 85 percent below 1990 levels no later than 2045 (CARB 2022). For example, the 2022 Scoping Plan models achieving the following targets in Executive Order N-79-20: a) the sale of new internal combustion passenger vehicles will be eliminated by 2035; b) 100 percent of off-road vehicles and equipment will be zero-emissions by 2035, where feasible; and c) 100 percent of medium- and heavy-duty vehicles will be zero-emissions by 2045 for all operations where feasible, and by 2035 for drayage trucks.
- The City of Los Angeles Green New Deal Sustainable City pLAn proposes by year 2050 to reduce port-related GHG emissions by 80 percent below 1990 levels by incorporating sustainable practices in Tenant lease agreements at cargo terminals by 2030 (Garcetti 2019). The specific measures for developing the port-specific actions are included in the CAAP.
- The CAAP proposes to reduce GHG emissions from port-related sources below 1990 levels by 40 and 80 percent by 2030 and 2050, respectively. Critical to achieving these GHG emission reductions are CAAP goals of zero emissions for cargo-handling equipment by 2030 and zero emissions for drayage trucks by 2035.

Therefore, the Modified Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. The Modified Project would be within the scope of impacts that were analyzed in the 2014 certified EIR and would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to GHG emissions.

Cumulative Impacts

As noted above, the Modified Project would produce lower amounts of GHG emissions compared to those estimated for operations in the 2014 certified EIR. The combination of GHG emissions from the Modified Project and GHG emissions from cumulative projects would produce significant cumulative GHG impacts, but these impacts would not exceed the significant cumulative GHG impacts identified for the Approved Project. Therefore, the Modified Project would not result in new significant cumulative impacts or a substantial increase in the severity of previously identified impacts related to GHG emissions.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to GHG emissions. While minor changes to the GHG environment have occurred since certification of the 2014 EIR, refer to the Modified Project Impacts section above, no substantial new impacts related to GHG emissions have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to GHG emissions, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to GHG emissions would occur as a result of the Modified Project.

3.9 Hazards and Hazardous Materials

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance?	Less than Significant	No	No	No	No
(b) Substantially increase the probable frequency and severity of consequences to people from exposure to health hazards?	Less than Significant	No	No	No	No
(c) Substantially interfere with an existing emergency response or evacuation plan, thereby increasing the risk of injury or death?	Less than Significant	No	No	No	No
(d) Comply with applicable regulations and policies guiding development within the Port?	Less than Significant	No	No	No	No
(e) Be susceptible to tsunami-induced flooding and seismic events that could result in fuel releases from construction equipment or hazardous substances releases from containers under the Project, which in turn could result in risks to persons and/or the environment.	Less than Significant	No	No	No	No
(f) Result in a measurable increase in the probability of a terrorist attack and would result in adverse consequences to the Project site and nearby areas?	Less than Significant	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.9, Hazards and Hazardous Materials) determined that the Approved Project would comply with applicable federal, state, and local laws and regulations governing the transport of hazardous materials and emergency response to hazardous material spills, thereby minimizing the potential for adverse public health impacts. Approved Project operations would not substantially increase the frequency and severity of consequences to people or property as a result of a potential accidental release (including spill from vessels) or explosion of a hazardous substance. Consequently, impacts of the Approved Project on hazards and hazardous materials were determined to be less than significant, and no mitigation measures were required.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.9, Hazards and Hazardous Materials) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact related to hazards and hazardous materials, and no mitigation measures would be required.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment that would allow YTI to continue operations at the existing marine container terminal at Berths 212-224 and complete components previously evaluated in the 2014 certified EIR. All construction activities associated with the Approved Project have been completed, with the exception of raising the height and extending the outreach of up to six cranes and replacing two nonoperating cranes. These modifications associated with the Modified Project would be within the scope of actions that were analyzed in the 2014 certified EIR. The up to 31-year extension of operations under the Permit amendment would not change the Approved Project's impacts to hazards and hazardous materials as determined in the 2014 certified EIR.

The Modified Project would include continued on-site use of hydrogen fuel to fuel the cargo-handling equipment for the proposed demonstration projects. Hydrogen fuel would be supplied by mobile fuelers, eliminating the need for on-site storage tanks. As with most fuel energy carriers, there are safety considerations for the storage, handling, and dispensing of hydrogen fuel product. Although potentially flammable, hydrogen leaks (either as a gaseous or liquid product) do not require extensive cleanup like diesel fuel, and hydrogen gas is nontoxic and lighter than air and thus disburse quickly in open areas (United States [U.S.] Environmental Protection Agency 2022). Other than occasional refueling of cargo-handling equipment, the Modified Project would not include any additional activities that were not considered in the 2014 certified EIR and would not include any activities that would represent new potential risks from hazards and hazardous materials. Therefore, the Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.9, Hazards and Hazardous Materials) determined that Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact on hazards and hazardous materials. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve activities requiring storage, handling, or transport of hazardous materials, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on hazards and hazardous materials. Similarly, an up to 31-year extension of operations under the Permit amendment would not contribute to a significant cumulative impact on hazards and hazardous materials.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to hazards and hazardous materials. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to hazards and hazardous materials have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to hazards and hazardous materials, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials would occur as a result of the Modified Project.

3.10 Hydrology and Water Quality

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Create pollution, contamination, or a nuisance as defined in Section 13050 of the California Water Code or cause regulatory standards to be violated in Harbor waters?	Less than Significant Impact	No	No	No	No
(b) Result in increased flooding that would have the potential to harm people or damage property or sensitive biological resources?	Less than Significant Impact	No	No	No	No
(c) Result in a permanent adverse change in movement of surface water in the Harbor?	Less than Significant Impact	No	No	No	No
(d) Accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.15, Water Quality, Sediments, and Oceanography) determined that Approved Project-related construction activities, including dredging, pile installation, and backlands improvements, and operations at the improved terminal, including increased container throughput and increased truck traffic, would not create pollution, contamination, or a nuisance, or result in violations of water quality standards or permit conditions. Therefore, impacts on water quality, sediments, and oceanography from construction or operation of the Approved Project would be less than significant and no mitigation was required.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.15, Water Quality, Sediments, and Oceanography) determined that the Approved Project's contribution to significant cumulative impacts on hydrology and water quality would be less than cumulatively considerable.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment that would allow YTI to continue operations at the existing container terminal at Berths 212-224 and complete components previously evaluated in the 2014 certified EIR. All construction activities associated with the

Approved Project have been completed, with the exception of raising the height and extending the outreach of up to six cranes and replacing two nonoperating cranes. These modifications associated with the Modified Project would be within the scope of actions that were analyzed in the 2014 certified EIR. Operation of the Modified Project under the Permit amendment would be unchanged from that of the Approved Project with respect to the potential for impacts on hydrology and water quality. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve any further in-water construction activities, the Modified Project would not result in significant new impacts or a substantial increase in the severity of previously identified impacts. The up to 31-year extension of operations under the Permit amendment would not change impacts on hydrology and water quality as determined in the 2014 certified EIR.

Cumulative Impacts

As noted above, the 2014 certified EIR (Section 4.2.15, Water Quality, Sediments, and Oceanography) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact on hydrology and water quality. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve activities requiring further in-water construction activities, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on hydrology and water quality. Similarly, an up to 31-year extension of operations under the Permit amendment would not contribute to a significant cumulative impact on hydrology and water quality.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to hydrology and water quality. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to hydrology and water quality have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to hydrology and water quality, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality would occur as a result of the Modified Project.

3.11 Land Use and Planning

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site, in a manner that results in a significant impact to the physical environment?	Less than Significant Impact	No	No	No	No
(b) Be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact?	Less than Significant Impact	No	No	No	No
(c) Substantially affect the types and/or extent of existing land uses in the Project area?	Less than Significant Impact	No	No	No	No
(d) Cause a secondary impact to the surrounding land uses?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.10, Land Use) determined that the Approved Project would have less than significant impacts on land use because it would 1) be consistent with the existing zoning designation [Q] M3-1 (Heavy Industrial Zone) and Port of Los Angeles Master Plan container land use designation; 2) be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans; 3) not substantially affect the types and/or extent of existing land uses in the Project area; and 4) not cause a secondary impact to the surrounding land uses (LAHD 2014b).

Cumulative Impacts

The 2014 certified EIR (Section 4.2.10, Land Use) determined that the Approved Project's contribution to cumulative impacts on land use would be less than cumulatively considerable.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would not include any activities (i.e., issuance of a Permit amendment, extending operations for up to 31 years, and completing project components previously evaluated in the 2014 certified EIR) that would impact land use. Furthermore, the Modified Project would occur in the same location as the Approved Project, and the Project site zoning classification ([Q]

M3-1 [Heavy Industrial Zone]) and Port Master Plan land use designation (container) has not changed. Therefore, the Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

Cumulative Impacts

The Modified Project would not include any activities that would be inconsistent with land use plans or policies, be inconsistent with land use designations, affect existing land uses within the Project area, or cause a secondary impact to the surrounding land uses. Therefore, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on land use.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to land use. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to land use have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to land use, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to land use would occur as a result of the Modified Project.

3.12 Mineral Resources

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	N/A	N/A	N/A	N/A	No

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	N/A	N/A	N/A	N/A	No

Note: The above issues are not applicable (N/A) to the 2014 certified EIR, as they were not part of the CEQA Guidelines Appendix G (Environmental Checklist Form) in 2014.

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR did not explicitly evaluate impacts of the Approved Project on mineral resources. The impact summary table above is based on significance criteria in the current CEQA Guidelines Appendix G (Environmental Checklist Form). Nevertheless, the 2014 certified EIR (Section 3.5, Geology) noted that the Approved Project is located in an area of no mineral resource significance (classification of Mineral Resource Zone [MRZ-1]). In addition, the Project site is not located within an active oil field, and no oil production or exploration occurs within the general vicinity.

Cumulative Impacts

The 2014 certified EIR did not evaluate the Approved Project's potential contribution to cumulative impacts on mineral resources.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

Given that the Modified Project would occur in the same location as the Approved Project, and the Project site classification (MRZ-1) has not changed, the Modified Project would not result in a loss of availability of a known mineral resource or locally important mineral resource recovery site. The up to 31-year extension of operations under the Permit amendment would have no impact on mineral resources.

Cumulative Impacts

The Modified Project would not involve activities resulting in the loss of availability of a known mineral resource. Therefore, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on mineral resources. Similarly, an up to 31-year extension of operations under the Permit amendment would not contribute to a significant cumulative impact on mineral resources.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances that have become available relative to mineral resources.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to mineral resources. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to mineral resources have been identified in the Project vicinity.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, the Modified Project would have no impacts on mineral resources.

3.13 Noise

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Result in daytime construction activities lasting more than 10 days in a three-month period that would exceed existing ambient exterior noise levels by 5 A-weighted decibels (dBA) or more at noise-sensitive receptors?	Less than Significant with Mitigation Incorporated	No	No	No	Yes
(b) Result in noise levels that would exceed the ambient noise level by 5 dBA at noise-sensitive receptors between the hours of 9 p.m. and 7 a.m. Monday through Friday, before 8 a.m. or after 6 p.m. on Saturday, or at any time on Sunday.	Less than Significant Impact	No	No	No	No
(c) Generate noise levels that would exceed existing ambient noise levels at noise-sensitive receptors by 5 dBA or greater in Community Noise Equivalent Level?	Less than Significant Impact	No	No	No	No
(d) Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.12, Noise) determined that some activities associated with construction of the Approved Project would result in noise levels that would exceed significance thresholds. Specifically, pile driving would generate noise levels that would exceed existing ambient exterior noise levels by 5 A-weighted decibels (dBA) or more at noise-sensitive receptors. The 2014 certified EIR proposed implementation of mitigation measures (MM NOI-1: Noise Reduction During Pile Driving and MM NOI-2: Erect Temporary Noise Attenuation Barriers Adjacent to Pile-Driving Equipment or Employ Temporary Shields to the Pile-Driving Equipment, Where Necessary and Feasible) that would reduce construction noise impacts to less than significant. The 2014 certified EIR also determined that the Approved Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels and that the Approved Project operations would result in less than significant noise impacts.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.12, Noise) determined that pile-driving activities during the construction phase of the Approved Project would make a cumulatively considerable contribution to a significant noise impact when combined with any other project that would affect the same sensitive receptor locations and occur concurrently.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment that would allow YTI to continue operations at the existing marine container terminal at Berths 212-224 and complete components previously evaluated in the 2014 certified EIR. All construction activities associated with the Approved Project have been completed, with the exception of raising the height and extending the outreach of up to six cranes and replacing two nonoperating cranes. These modifications associated with the Modified Project would be within the scope of actions that were analyzed in the 2014 certified EIR. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve any further pile-driving activities, the Modified Project would not result in significant new impacts or a substantial increase in the severity of previously identified impacts. Operation of the Modified Project under the Permit amendment would be largely unchanged from that of the Approved Project with respect to the potential for impacts on noise. Therefore, noise impacts during operations would be similar to the impacts identified in the 2014 certified EIR.

Cumulative Impacts

As noted above, the 2014 certified EIR determined that pile-driving activities during construction of the Approved Project would result in significant noise impacts that could be mitigated to less than significant. The 2014 certified EIR also determined that the Approved Project would have a cumulatively considerable noise impact when combined with any other project that would affect

the same receptor locations and occur concurrently. Given that most construction activities associated with the Approved Project have been completed, including pile driving, and the Modified Project would not involve activities requiring pile driving, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on noise. Similarly, because operations under the Permit amendment would remain similar to current operations, the up to 31-year extension for the Modified Project would not change the level of cumulative impacts on noise.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to noise. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to noise have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to noise, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts on noise would occur as a result of the Modified Project.

3.14 Population and Housing

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Displace any housing, propose construction of housing or development of a previously undeveloped area, or result in major infrastructure improvements that could provide for future housing development?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Chapter 7, Socioeconomics) determined that any increase in jobs attributable to the Approved Project would be relatively small compared to current and projected future employment in the larger economic region. Therefore, the Approved Project would not be expected to induce substantial population growth directly or indirectly or require the construction of new homes that would encourage large numbers of new workers to migrate to the region. The 2014 certified EIR also determined that the Approved Project would not displace people or existing housing. Therefore, the Approved Project would have a less than significant impact on population and housing.

Cumulative Impacts

The 2014 certified EIR (Chapter 7, Socioeconomics) did not explicitly address cumulative impacts of the Approved Project on population and housing. However, given that the 2014 certified EIR determined that the Approved Project would not induce substantial population growth directly or indirectly, the Approved Project would not contribute to a significant cumulative impact on population and housing.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not include any other activities that would induce population growth or housing demand, the Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts. The up to 31-year extension of operations under the Permit amendment would not change impacts on population and housing as determined in the 2014 certified EIR.

Cumulative Impacts

As noted above, the Modified Project would not include any activities that would induce population growth or housing demand. Given that the Modified Project would not induce substantial population growth directly or indirectly, the Modified Project would not contribute to a significant cumulative impact on population and housing. Similarly, because operations under the Permit amendment would remain similar to current operations, the up to 31-year extension for the Modified Project would not change the level of cumulative impacts on population and housing.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to population and housing. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to population and housing have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to population and housing, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to population and housing would occur as a result of the Modified Project.

3.15 Public Services

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Increase the demand for additional law enforcement officers and/or facilities such that the U.S. Coast Guard, Los Angeles Police Department, or Port Police would be unable to maintain adequate levels of service without additional facilities, the construction of which could cause significant environmental effects?	Less than Significant Impact	No	No	No	No
(b) Require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.13, Public Services) determined that the Approved Project would not increase the demand for additional law enforcement officers and/or facilities, such that the U.S. Coast Guard, Los Angeles Police Department, or Port Police would be unable to maintain adequate levels of service without additional facilities, or require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. Therefore,

the 2014 certified EIR determined that the Approved Project would not have a significant impact on public services.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.13, Public Services) determined that the Approved Project would have no adverse effects on police protection, U.S. Coast Guard services, or fire protection services and thus would not make a cumulatively considerable contribution to a significant cumulative impact on public services.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would be within the scope of actions that were analyzed in the 2014 certified EIR. Operation of the Modified Project under the Permit amendment would be largely unchanged from that of the Approved Project with respect to the need for additional public services. Given that the Modified Project would not include any activities that would impact public services, the Modified Project would not result in new significant impacts. The up to 31-year extension of operations under the Permit amendment would not change impacts on public services as determined in the 2014 certified EIR because operations under the Permit amendment would remain similar to current operations.

Cumulative Impacts

As noted above, the 2014 certified EIR (Section 4.2.13, Public Services) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact to public services. Because the Modified Project would not include any new activities that would impact public services, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact to public services. Similarly, the up to 31-year extension for the Modified Project would not change the level of cumulative impacts on public services.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to public services. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to public services have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to public services, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to public services would occur as a result of the Modified Project.

3.16 Recreation

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	N/A	N/A	N/A	N/A	N/A
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	N/A	N/A	N/A	N/A	N/A

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR did not explicitly address potential impacts of the Approved Project on recreational resources. The impact summary table above is based on significance criteria in the current CEQA Guidelines Appendix G (Environmental Checklist Form). As noted in Section 3.14, Population and Housing, the 2014 certified EIR (Chapter 7, Socioeconomics) determined that the Approved Project would not induce substantial population growth in the region. Therefore, the Approved Project would not result in a need for construction or expansion of recreational facilities or substantially increase the demand for use of existing facilities.

Cumulative Impacts

The 2014 certified EIR did not evaluate the Approved Project's potential contribution to cumulative impacts on recreational resources.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment that would allow YTI to continue operations at the existing marine container terminal at Berths 212-224 and complete components

previously evaluated in the 2014 certified EIR. All construction activities associated with the Approved Project have been completed, with the exception of raising the height and extending the outreach of up to six cranes and replacing two nonoperating cranes. Operations under the Permit amendment would remain similar to current operations. The Modified Project would not include any activities that would increase the demand for existing recreational resources or the need to develop new facilities. Therefore, no impacts on recreation would occur under the Modified Project.

Cumulative Impacts

The Modified Project would not have a significant impact on recreational resources because it would not include any activities that would increase the demand for existing recreational resources or the need to develop new facilities. Therefore, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances that have become available relative to recreational resources.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to recreational resources. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to recreation have been identified in the Project vicinity.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, the Modified Project would have no impacts on recreation.

3.17 Transportation

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Result in a short-term, temporary increase in truck and auto traffic during construction?	Less than Significant Impact	No	No	No	Yes
(b) Result in long-term vehicular traffic that would significantly impact at least one study location's volume/capacity ratios or level of service?	Less than Significant Impact	No	No	No	Yes

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
(c) Result in an increase in on-site employees due to operations that would result in a significant increase in related public transit use?	Less than Significant Impact	No	No	No	No
(d) Result in increases considered significant related to freeway congestion?	Less than Significant Impact	No	No	No	No
(e) Cause an increase in rail activity and/or delays in regional traffic?	Less than Significant Impact	No	No	No	No
(f) Result in inadequate emergency access?	No Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.7, Ground Transportation) concluded that 1) the Approved Project would not result in a short-term, temporary increase in truck and auto traffic; 2) long-term vehicular traffic associated with the Approved Project would not significantly impact volume/capacity ratios or level of service (LOS); 3) the increase in on-site employees due to Approved Project operations would not significantly increase public transit use; 4) Approved Project operations would not significantly increase freeway congestion; 5) Approved Project operations would not cause a significant impact in vehicular delay at at-grade railroad crossings within the Project vicinity or in the region; and 6) the Approved Project would not result in inadequate emergency access. Impacts on ground transportation were determined to be less than significant.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.7, Ground Transportation) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact related to transportation, and no mitigation measures would be required.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

This Addendum assesses the Modified Project's transportation impacts using the CEQA VMT methodology of California Public Resources Code Section 21099 and CEQA Guidelines Section 15064.3, and the City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines. CEQA Guidelines for transportation were modified in 2018 and updated again in 2022, which required new methodology to evaluate transportation changes pursuant to Senate Bill 743, as codified in California Public Resources Code

Section 21099 and CEQA Guidelines Section 15064.3. The new methodology requires projects to evaluate impacts based on the potential to increase VMT, which measures the total amount and distance of vehicle travel, rather than on intersection delay and congestion (i.e., LOS). Therefore, the LOS impacts analysis of the 2014 certified EIR does not directly compare to the VMT analysis of this Addendum.

Consistency with City of Los Angeles Circulation System Policies

The 2022 LADOT Transportation Assessment Guidelines state that a project that “generally conforms with and does not obstruct the City’s development policies and standards will generally be considered to be consistent” and not in conflict. The 2022 LADOT Transportation Assessment Guidelines include three screening criteria questions to help determine whether a project conflicts with City of Los Angeles circulation system policies. If the answer is “no” to all of the following questions, a “no impact” determination can be made for this threshold (LADOT 2022).

- (i) Does the project require discretionary action that requires the decision-maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?

The Modified Project requires approval by the Los Angeles Board of Harbor Commissioners, which is a discretionary action. However, this discretionary action does not require the decision-maker to amend any project component to conform to the purpose, intent, or provision of any existing general plan. Therefore, the Modified Project would comply with all required City of Los Angeles circulation system policies and does not deviate from any general plan.

- (ii) Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

The Modified Project would not alter existing transportation routes or options, nor would it affect public safety. The Modified Project would not require any modifications or closures to the public right-of-way, and no in-street construction activities would occur. Therefore, the Modified Project would not directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.

- (iii) Is the project required to or proposing to make any voluntary or required modifications to the public right-of-way (e.g., dedications and/or improvements in the right-of-way, reconfigurations of curb line)?

The Modified Project does not include any modifications to existing roadways that support current or future bike lanes or bus stops and is not required to make any voluntary or required modifications to the public right-of-way. The Modified Project would not include dedications or physical modifications to the public right-of-way, nor is it required. The Modified Project does not include any in-street construction activities.

The answer is “no” to the three questions and accordingly, the Modified Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to conflicts with applicable circulation plans and policies. No impacts would occur.

Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)(1)

CEQA Guidelines Section 15064.3, subdivision (b)(1), provides criteria for analyzing transportation impacts. The guidelines state that a significant impact may occur if VMT exceed an applicable threshold of significance.

The intent of CEQA Guidelines Section 15064.3 and Threshold T-2.1 in the 2022 LADOT Transportation Assessment Guidelines is to assess whether a land use project would have a potential impact on transportation. The 2022 LADOT Transportation Assessment Guidelines include the following screening criteria to evaluate VMT generated by a project, and if the answer is “no” to either question, further analysis will not be required for Threshold T-2.1 and a “no impact” determination can be made (LADOT 2022):

- (i) Would the land use project generate a net increase of 250 or more daily vehicle trips?
- (ii) Would the project generate a net increase in daily VMT?

The LADOT threshold of 250 daily vehicle trips was proposed for automobiles (the Office of Planning and Research [OPR] does not require VMT analysis of commercial trucks in CEQA documents). OPR has confirmed that heavy-duty truck trips do not need to be included in this transportation analysis but need to be analyzed in other resource areas, such as air quality, GHG emissions, energy, and noise (OPR 2020).

The Modified Project would allow for the continuation of the operations defined in the 2014 certified EIR. Therefore, the Modified Project would not generate a net increase of 250 or more daily vehicle trips (i.e., automobile or light-duty vehicle trips) beyond those identified in the 2014 certified EIR. No impacts would occur.

Increase Hazards Due to a Geometric Design Feature

The 2022 LADOT Transportation Assessment Guidelines provide two screening criteria questions that must be answered to assess whether the Modified Project would result in impacts due to geometric design hazards or incompatible uses:

- (i) Is the project proposing new driveways or introducing new vehicle access to the property from the public right-of-way?
- (ii) Is the project proposing to, or required to, make any voluntary or required modifications to the public right-of-way (e.g., street dedications or reconfigurations of curb line)?

The Modified Project is not proposing new driveways or introducing new vehicle access to the Project site from the public right-of-way. Also, the Modified Project does not include any voluntary or required modifications to the public right-of-way.

In addition to the screening questions above, if the answer is “yes” to all of the following questions, further analysis will be required to assess whether the project would result in impacts due to queueing from a freeway off-ramp that could lead to unsafe differential travel speeds (LADOT 2022):

- (i) Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- (ii) Would the land use project generate a net increase of 250 or more daily vehicle trips?
- (iii) Would the land use project add 25 or more trips to any off-ramp in either the morning or afternoon peak hour?

As stated earlier, the Modified Project would allow for the continuation of the operations defined in the 2014 certified EIR. The Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to design hazards or incompatible uses. No impacts would occur.

Inadequate Emergency Access

The Modified Project would not alter the existing configuration of local access roads or block an access point. Therefore, the Modified Project would not result in inadequate emergency access within the surrounding area. The Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to design hazards or incompatible uses.

Cumulative Impacts

The Modified Project would not include any activities that would conflict with a program, plan, ordinance, or policy addressing the circulation system, would not generate a net increase of 250 or more daily vehicle trips (i.e., automobile or light-duty vehicle trips) beyond those identified in the 2014 certified EIR, and would not alter the existing configuration of local access roads or block an access point. Therefore, the Modified Project would not contribute to a significant cumulative impact on transportation. Similarly, because operations under the Permit amendment would remain similar to current operations, the up to 31-year extension for the Modified Project would not change the level of cumulative impacts on transportation.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to transportation. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to transportation have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to transportation, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to transportation would occur as a result of the Modified Project.

3.18 Tribal Cultural Resources

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
(a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	N/A	N/A	N/A	N/A	N/A
(b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	N/A	N/A	N/A	N/A	N/A

Note: The above issues are not applicable (N/A) to the 2014 certified EIR, as they were not part of the CEQA Guidelines Appendix G (Environmental Checklist Form) in 2014.

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

Although the 2014 certified EIR did not specifically address potential impacts of the Approved Project on tribal cultural resources, Section 3.4 (Cultural Resources) determined that “[N]o archaeological, ethnographic, or paleontological resources are known to exist in the proposed [P]roject area. There is an extremely low potential for buried resources to be found during construction of the proposed Project or alternatives because most of the proposed [P]roject site is underlain with imported/modern fill (i.e., dredged material) and is paved or highly disturbed” (LAHD 2014b). Although the 2014 certified EIR determined that potential impacts on ethnographic resources would be less than significant, a standard condition (SC CR-1: Stop Work in the Area if Prehistoric and/or Archaeological Resources Are Encountered) requiring construction activities to cease in the area if prehistoric and/or archaeological resources are encountered was incorporated into the Project to reduce potential impacts on any previously unknown archaeological or ethnographic resource during construction.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.4, Cultural Resources) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact related to cultural resources. Although impacts on archaeological and ethnographic resources were determined to be less than significant, SC CR-1 (Stop Work in the Area if Prehistoric and/or Archaeological Resources Are Encountered) was included in the unlikely event previously unknown archaeological or ethnographic resources were encountered during construction. The 2014 certified EIR determined that the Approved Project would not have a cumulatively considerable contribution to a significant cumulative impact on archaeological and ethnographic resources.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

Given that the Modified Project would occur in the same location as the Approved Project, and Project site conditions have not changed with respect to known archaeological, ethnographic, or paleontological resources, issuance of a Permit amendment and minor modifications to lease measures would not impact tribal cultural resources. Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve any further ground-disturbing activities, the Modified Project would not result in significant new impacts or a substantial increase in the severity of previously identified impacts.

Cumulative Impacts

Given that most construction activities associated with the Approved Project have been completed, and the Modified Project would not involve any further ground-disturbing activities, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on tribal cultural resources. Similarly, an up to 31-year extension of operations

under the Permit amendment would not contribute to a significant cumulative impact on tribal cultural resources.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to tribal cultural resources. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to tribal cultural resources have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to tribal cultural resources, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to tribal cultural resources would occur as a result of the Modified Project.

3.19 Utilities and Service Systems

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
Would the project:					
(a) Result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Regional Water Quality Control Board or the capacity of existing treatment facilities?	Less than Significant Impact	No	No	No	No
(b) Result in a substantial increase in water demand that would exceed the water supplies available from existing entitlements and resources, and would require new or expanded facilities or entitlements?	Less than Significant Impact	No	No	No	Yes
(c) Generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems?	Less than Significant Impact	No	No	No	No

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
(d) Result in an increase in solid waste generation due to project operations that would exceed the capacity of existing solid waste handling and disposal facilities?	Less than Significant Impact	No	No	No	No
(e) Require new, off-site energy supply and distribution infrastructure or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs?	Less than Significant Impact	No	No	No	No

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR (Section 3.14, Utilities and Service Systems) determined that the Approved Project would result in less than significant impacts on utilities and service systems. In particular, the 2014 certified EIR determined that implementation of the Approved Project would not require new, off-site energy supply and distribution infrastructure or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs. However, the 2014 certified EIR noted that mitigation measures MM GHG-1 (Energy Audit) and MM GHG-2 (LED Lighting) would further reduce any potential impact on energy supply (discussed further in Section 3.6, Energy). The 2014 certified EIR also identified mitigation measures (MM UT-1: Recycling of Construction Materials, MM UT-2: Materials with Recycling Content, and MM GHG-3: Recycling) to further reduce any potential impact on solid waste handling and disposal facilities.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.14, Utilities and Service Systems) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact on utilities and service systems. The 2014 certified EIR also stated that because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of the Approved Project added to the demands of other past, present, and reasonably foreseeable future projects would not result in the need to construct a new off-site power station or facility.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Modified Project Impacts

The Modified Project would include a Permit amendment that would allow YTI to continue operations at the existing container terminal at Berths 212-224 and complete components previously evaluated in the 2014 certified EIR. All construction activities associated with the Approved Project have been completed, with the exception of raising the height and extending

the outreach of up to six cranes and replacing two nonoperating cranes. These modifications associated with the Modified Project would be within the scope of actions that were analyzed in the 2014 certified EIR. Operation of the Modified Project under the Permit amendment would be largely unchanged from that of the Approved Project.

Current regional and local energy conditions are essentially the same as those evaluated in the 2014 certified EIR. However, LADWP now has more renewable energy supplies in its resource portfolio compared to 2014. LADWP developed the LA100 Plan, which proposes to provide reliable and sustainable electricity for the region for the next 20 years and to transition to a 100 percent carbon-free power supply by 2035 (LADWP 2024). In addition, the California Renewables Portfolio Standard has a target for utilities to obtain 60 percent of their electricity from renewable energy resources by 2030, and 100 percent by 2045.

In summary, the Modified Project would not result in new significant impacts or change the impact determination made in the 2014 certified EIR.

Cumulative Impacts

The 2014 certified EIR (Section 4.2.14, Utilities and Service Systems) determined that the Approved Project would not make a cumulatively considerable contribution to a significant cumulative impact on utilities and service systems. Because the Modified Project would not result in new significant impacts, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact on utilities and service systems. Similarly, the up to 31-year extension for the Modified Project would not change the level of cumulative impacts on utilities and service systems.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the 2014 certified EIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to utilities and service systems. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to utilities and service systems have been identified in the Project vicinity that would result in new or more severe significant environmental impacts. In addition, as determined above, the Modified Project would not result in any new or substantially more severe impacts related to utilities and service systems, and a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, no new significant impacts or a substantial increase in previously identified impacts to utilities and service systems would occur as a result of the Modified Project.

3.20 Wildfire

Issues (and Supporting Information Sources)	Impact Determination in the 2014 Certified EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	2014 Certified EIR Mitigation Measures Addressing Impacts
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No	No	No	No
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	N/A	N/A	N/A	N/A
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	N/A	N/A	N/A	N/A
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A	N/A	N/A	N/A	N/A

Note: With the exception of criterion a, the above issues are not applicable (N/A) to the 2014 certified EIR, as they were not part of the CEQA Guidelines Appendix G (Environmental Checklist Form) in 2014.

Impact Determination in the 2014 Certified EIR

Approved Project Impacts

The 2014 certified EIR did not specifically evaluate impacts on wildfire. However, the 2014 certified EIR (Section 3.9, Hazards and Hazardous Materials) determined that Approved Project operations would not interfere with any existing emergency response or emergency evacuation plans, and impacts associated with emergency plans would be less than significant.

Cumulative Impacts

The 2014 certified EIR did not explicitly address cumulative impacts of the Approved Project on wildfire. However, the 2014 certified EIR (Section 4.2.9, Hazards and Hazardous Materials) determined that the Approved Project would not result in a cumulatively considerable contribution to impacts related to interference with existing emergency response or emergency evacuation plans.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?*Modified Project Impacts*

Public Resources Code 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 (Office of the State Fire Marshal 2025). Accordingly, the Modified 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 on wildfire would occur.

Cumulative Impacts

The Modified Project would not have a significant impact on wildfire because it 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. Therefore, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact.

Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

There are no new circumstances that have become available relative to wildfire.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to wildfire. No substantial changes in the environment have occurred since certification of the 2014 EIR, and no substantial new impacts related to wildfire have been identified in the Project vicinity.

Mitigation Measures Addressing Impacts

No mitigation measures are required.

Conclusion

In summary, the Modified Project would have no impacts on wildfire.

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4.0 CONCLUSION

The Modified Project would include issuance of a Permit amendment with a term of up to 31 years to allow for continued operations of an existing marine container terminal and for YTI to complete remaining components of the Approved Project (i.e., extending the height and outreach of up to six cranes and replacement of up to two nonoperating cranes). The Modified Project would also include minor modifications to the timing, updates to the environmental requirements consistent with the 2017 CAAP update and applicable federal, state, and regional/local rules and regulations, and changes to the name of the shipping company of lease measures contained in the MMRP. The modified MMRP would be included in the Permit amendment to ensure ongoing and future compliance of environmental requirements by YTI. The Modified Project would also incorporate new environmental conditions in the Permit amendment that require YTI to meet timelines and standards for developing and implementing future plans to transition diesel cargo-handling equipment to zero-emissions technologies. Based on the findings in Section 3.0, Environmental Analysis, the Modified Project would not result in any new significant impacts or a substantial increase in the severity of impacts previously identified in the 2014 certified EIR. In addition, the Modified Project would not result in any of the conditions stipulated in CEQA Guidelines Section 15162 that would require preparation of a subsequent EIR. Therefore, a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166(c) and CEQA Guidelines Sections 15162 and 15163 is not required, and an addendum is the appropriate CEQA document for the Modified Project.

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Appendix A Modified MMRP

FINAL REVISED MITIGATION MONITORING AND REPORTING PROGRAM

Berths 212–224 (YTI) Container Terminal Improvements Project

Environmental Impact Report (EIR)

APP # 130204-020 / SCH # 2013041017

Prepared for:

Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

Prepared by:



August 2026

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
3.2 Air Quality		
MM AQ-1: Crane Delivery Ships Used During Construction. All ships and barges must comply with the expanded Vessel Speed Reduction Program (VSRP) of 12 knots between 20 nautical miles (nm) and 40 nm from Point Fermin.	Timing: During crane delivery. Methods: Los Angeles Harbor Department (LAHD) will include MM AQ-1 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division
MM AQ-2: Harbor Craft Used During Construction. Harbor craft must use Tier 3 or cleaner engines.	Timing: Throughout construction. Methods: LAHD will include MM AQ-2 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction. The measures shall be met, unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists: • A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. • A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project but the application process is not yet approved, or the application has been approved but funds are not yet available. • A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
	uncontrolled equipment but determine that no dealer within 200 miles of the project has the controlled equipment available for lease.	
MM AQ-3: Fleet Modernization for On-Road Trucks Used During Construction. Trucks with a gross vehicle weight rating of 19,500 or greater, including import haulers and earth movers, must comply with United States Environmental Protection Agency (EPA) 2010 on-road emission standards.	Timing: Throughout construction. Methods: LAHD will include MM AQ-3 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction. The measures shall be met, unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists: • A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. • A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project but the application process is not yet approved, or the application has been approved but funds are not yet available. • A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment but no dealer within 200 miles of the project has the controlled equipment available for lease.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division
MM AQ-4: Fleet Modernization for Construction Equipment (except vessels, harbor craft, on-road trucks, and dredging equipment). All diesel-powered	Timing: Throughout construction. Methods: LAHD will include MM AQ-4 in the contract specifications for construction. LAHD will monitor	Implementation: LAHD through Construction Contractor

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
construction equipment greater than 50 horsepower must meet EPA Tier 4 off-road emission standards.	implementation of mitigation measures during construction. The measures shall be met, unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists: • A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. • A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project but the application process is not yet approved, or the application has been approved but funds are not yet available. • A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment but no dealer within 200 miles of the project has the controlled equipment available for lease.	Monitoring and Reporting: Environmental Management Division, Construction Management Division
MM AQ-5: Dredging Equipment. All dredging equipment must be electric.	Timing: During dredging. Methods: LAHD will include MM AQ-5 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
MM AQ-6: Construction Best Management Practices (BMPs). LAHD will implement BMPs, per LAHD Sustainable Construction Guidelines, to reduce air emissions from all LAHD-sponsored construction projects. The following measures are required for construction equipment, including on-road trucks used during construction: • Use diesel oxidation catalysts and catalyzed diesel particulate traps. • Maintain equipment according to manufacturers' specifications. • Restrict idling of construction equipment to a maximum of five minutes when not in use. • Install high-pressure fuel injectors on construction equipment vehicles. LAHD will implement a process by which to select additional BMPs to further reduce air emissions during construction. LAHD will determine the BMPs once the contractor identifies and secures a final equipment list. Because the effectiveness of this measure has not been established and includes some emissions-reduction technology that may already be incorporated into equipment as part of the Tier level requirement in MM AQ-3 and MM AQ-4, it is not quantified in this study.	Timing: Throughout construction. Methods: LAHD will include MM AQ-6 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division
MM AQ-7: Additional Fugitive Dust Controls. Contractor must adhere to the following control measures, at a minimum: • Active grading sites shall be watered at intervals of two hours. • Traffic speeds on all unpaved roads must be limited to 15 miles per hour (mph) or less.	Timing: Throughout construction. Methods: LAHD will include MM AQ-7 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
- Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas. - Contractors shall provide temporary wind fencing around sites being graded or cleared. - Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code ("Spilling Loads on Highways"). - Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site. - The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site, and disturbed areas shall be stabilized if construction is delayed. - Open storage piles (greater than 3 feet tall and a total surface area of 150 square feet) shall be covered with a plastic tarp or chemical dust suppressant. - Materials shall be stabilized while loading, unloading, and transporting to reduce fugitive dust emissions. - Belly-dump truck seals shall be checked regularly to remove trapped rocks to prevent possible spillage. - Track-out regulations shall be followed, and water shall be provided while loading and unloading to reduce visible dust plumes.		

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
Waste materials shall be hauled off site immediately.		
MM AQ-8: General Mitigation Measure. For any of the above mitigation measures (MM AQ-2 through MM AQ-7), if a California Air Resources Board-certified technology becomes available and is shown to be as good as, or better than, the existing measure in terms of emissions performance, the technology could replace the existing measure pending approval by LAHD. Measures will be set at the time a specific construction contract is advertised for bid.	Timing: Throughout construction. Methods: LAHD will include MM AQ-8 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Engineering and Construction Contractors Monitoring and Reporting: Environmental Management Division, Construction Management Division
MM AQ-9: Vessel Speed Reduction Program (VSRP). Starting January 1, 2017, and thereafter, 95% of ships calling at the YTI terminal will be required to comply with the expanded VSRP at 12 knots between 40 nm from Point Fermin and the Precautionary Area.	Timing: Throughout operation. Methods: LAHD will include MM AQ-9 in the lease agreement with the Tenant. LAHD will monitor implementation of mitigation measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division
MM AQ-10: Alternative Maritime Power (AMP). By 2026, NYK Line operated ships calling at the YTI terminal will use AMP for 95% of total hoteling hours while hoteling at the Port.	Timing: Throughout operation. Methods: LAHD will include MM AQ-10 in the lease agreement with the Tenant. LAHD will monitor implementation of mitigation measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division
LM AQ-1: Periodic Review of New Technology and Regulations. LAHD will require the Tenant to review any LAHD-identified or other new emissions-reduction technology, determine whether the technology is feasible, and report to LAHD. Such technology feasibility reviews will take place at the time of LAHD's consideration of any lease amendment or facility modification for the YTI terminal (Standard Tenant Feasibility Review). If the technology identified in the Standard Tenant Feasibility Review is determined by LAHD to be feasible in terms of financial, technical, and operational feasibility, the Tenant will work with	Timing: Throughout operation. Methods: LAHD will include LM AQ-1 in the lease agreement with the Tenant. LAHD will monitor implementation of lease measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
LAHD to implement such technology. In addition to the Standard Tenant Feasibility Review described above, and as partial consideration for the lease amendment, the Tenant and LAHD will: (i) Commencing on December 31, 2017, and continuing not less frequently than once every two years thereafter (Expedited Feasibility Review), investigate and report to the Los Angeles Board of Harbor Commissioners on: (a) the feasibility of zero-emissions and near zero-emissions technologies for truck, yard equipment, and rail activities; and (b) the feasibility of technologies to reduce emissions from vessels berthed at terminals that are not able to utilize AMP; and (ii) Review and report to the Los Angeles Board of Harbor Commissioners on the feasibility of any other new technology advancements that may reduce emissions not less frequently than once every five years following the effective date of the lease amendment (Periodic Feasibility Review). If either the Expedited Feasibility Review or the Periodic Feasibility Review demonstrates the new technology will be effective in reducing emissions and is determined by the Los Angeles Board of Harbor Commissioners to be feasible, including but not limited to from a financial, technical, and operational perspective, the Tenant will implement the new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which will not be unreasonably withheld. The effectiveness of this measure depends on the advancement of new technologies and the outcome of future feasibility or pilot studies.		

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
LM AQ-2: Substitution of New Technology by Tenant. If any kind of technology becomes available and is shown to be as good as or better than the existing measure in terms of emissions-reduction performance, the technology could replace the requirements of MM AQ-9 and MM AQ-10, pending approval by LAHD.	Timing: Throughout operation. Methods: LAHD will include LM AQ-2 in the lease agreement with the Tenant. LAHD will monitor implementation of lease measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division, Engineering Division, Construction Management Division
LM AQ-3: Container Ship Engine Emissions-Reduction Technology Improvements. The Tenant will encourage NYYK-Line <u>shipping lines that visit</u> to determine the feasibility of incorporating all emissions-reduction technology and/or design options for vessels calling at the YTI terminal.	Timing: Throughout operation. Methods: LAHD will include LM AQ-3 in the lease agreement with the Tenant. LAHD will monitor implementation of lease measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division
LM AQ-4: Zero- or Near Zero-Emissions Demonstration Project. The Tenant will participate in a demonstration project lasting three years to investigate the feasibility of using two zero-emissions or near zero-emissions yard tractors on the YTI terminal. LAHD shall provide the equipment to be tested and any necessary infrastructure, including charging stations, as part of the project.	Timing: Three years during operation. Methods: LAHD will include LM AQ-4 in the lease agreement with the Tenant. LAHD will monitor implementation of lease measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division
3.3 Biological Resources		
MM BIO-1: Avoid Marine Mammals. Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile-driving activities, as a precautionary measure, pile-driving activities occurring as part of the sheet pile and king pile installation will include establishment of a safety zone, and the area surrounding the operations will be monitored for pinnipeds and cetaceans by a qualified marine mammal observer. A 300-meter-radius safety zone will be established around the pile-driving site and	Timing: During pile driving. Methods: LAHD will include MM BIO-1 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division

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Mitigation Measure	Timing and Methods	Responsible Parties
monitored for marine mammals. The pile-driving site will move with each new pile; therefore, the 300-meter safety zone will move accordingly. Prior to commencement of pile driving, observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a pile segment begins. If a marine mammal is observed within 10 meters of pile-driving operations, pile driving will be delayed until the marine mammal moves out of the 10-meter zone. If a marine mammal in the 300-meter safety zone is observed, but is more than 10 meters away, the contractor will wait at least 15 minutes to commence pile driving. If the marine mammal has not left the 300-meter safety zone after 15 minutes, pile driving can commence with a "soft start." This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the proposed Project vicinity. If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified observer will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified observer.		
3.4 Cultural Resources		
SC CR-1: Stop Work in the Area if Prehistoric and/or Archaeological Resources Are Encountered. In the unlikely event that any prehistoric artifact of historic period materials or bone, shell, or	Timing: Throughout construction. Methods: LAHD will include SC CR-1 in the contract specifications for construction and will retain a qualified archaeologist to evaluate any potential finds. LAHD will	Implementation: LAHD through Construction Contractor

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Mitigation Measure	Timing and Methods	Responsible Parties
nonnative stone is encountered during construction, work shall be immediately stopped, the area secured, and work relocated to another area until the materials can be assessed by a qualified archaeologist. Examples of such cultural materials might include historical trash pits containing bottles and/or ceramics; structural remains or concentrations of grinding stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; and flakes of stone not consistent with the immediate geology such as obsidian or fused shale. The contractor shall stop construction within 30 feet of the exposure of these finds until a qualified archaeologist can be retained by LAHD to evaluate the find (see 36 CFR 800.11.1 and 14 CCR 15064.5(f)). If the resources are found to be significant, they shall be avoided or shall be mitigated consistent with Section 106 or State Historic Preservation Officer Guidelines.	monitor implementation of mitigation measures during construction.	Monitoring and Reporting: Environmental Management Division, Construction Management Division
3.6 Greenhouse Gas Emissions		
MM GHG-1: Energy Audit. The Tenant will conduct an energy audit by a third party of its choice every five years and install innovative power-saving technology (1) where it is feasible and (2) where the amount of savings would be reasonably sufficient to cover the costs of implementation.	Timing: Throughout operation. Methods: LAHD will include MM GHG-1 in the lease agreement with the Tenant. LAHD will monitor implementation of mitigation measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division
MM GHG-2: LED Lighting. When existing light bulbs require replacement, all bulbs within the interior of buildings on the premises will be replaced exclusively with LED light bulbs or a technology with similar energy-saving capabilities for ambient lighting within all terminal buildings. The Tenant will also maintain and replace any Port-supplied LED light bulbs.	Timing: Throughout operation. Methods: LAHD will include MM GHG-2 in the lease agreement with the Tenant. LAHD will monitor implementation of mitigation measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
MM GHG-3: Recycling. The Tenant will ensure that a minimum of 60% of all waste generated in all terminal buildings is recycled by 2017.	Timing: Throughout operation. Methods: LAHD will include MM GHG-3 in the lease agreement with the Tenant. LAHD will monitor implementation of mitigation measures during operation.	Implementation: LAHD and YTI Monitoring and Reporting: Environmental Management Division
MM GHG-4: Carbon Offsets for Certain GHG Emissions. YTI shall purchase carbon offsets from sources listed on the American Carbon Registry and/or the Climate Action Reserve (or any other such registry approved by CARB) for a total of 16,380 metric tons of GHG emissions associated with electricity usage for certain terminal operations (Required Offsets) by the year 2026. Alternatively, if LAHD identifies local projects or establishes a local GHG emission reduction funding program, YTI may contribute funding equivalent to the cost of the Required Offsets to such local projects or funding program.	Timing: By the year 2026. Methods: LAHD will require MM GHG-4 in the Tenant lease during operation. LAHD will monitor implementation of mitigation measures during operation.	Implementation: YTI. Monitoring and Reporting: Environmental Management Division
3.8 Groundwater and Soils		
MM GW-1: Soil Sampling, Testing, and Treatment. The following actions must be implemented by LAHD or its contractors: a) Prior to conducting excavations or disturbing the site cap in the former National Metal and Steel site, the former Al Larson Boat Shop site, and the former Hugo Neu-Proler lease site, EPA must receive a "Notification of Activity" according to federal protocol under the Toxic Substances Control Act (TSCA) for former polychlorinated biphenyl (PCB) remediation sites. In place (in-situ) soil sampling for PCBs must be completed prior to excavation and the analytical results provided to EPA for review, prior to excavation. The sampling, analytical method, extraction, and soil disposal methods must	Timing: Prior to and concurrent with construction. Methods: LAHD will include MM GW-1 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division

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Mitigation Measure	Timing and Methods	Responsible Parties
comply with EPA TSCA regulations for PCB remediation sites where the original source of the PCBs was greater than 50 milligrams per kilogram. Sampling frequency and depth must be consistent with established EPA sampling procedures or guidance such as 40 CFR 761, Subpart N (40 CFR 761.260 et al.), or Comprehensive Environmental Response, Compensation, and Liability Act site characterization guidance. PCB-containing waste soils must be disposed of and labeled as TSCA waste. EPA written concurrence with the notification is needed before excavation may proceed in former PCB remediation areas. In addition, as lead agency for PCBs, EPA may attach conditions to their concurrence, which must be followed. If excavation occurs in these soils, a site-specific health and safety plan (SSHSP) would be required to address worker safety. b) In the former National Metal and Steel and Al Larson Boat Shop sites, soils must also be tested in advance for total petroleum hydrocarbons (TPH) and Title 22 metals as a condition of remediation site closure by the Los Angeles County Fire Department, Health and Hazardous Materials Section to provide adequate information for construction waste characterization and/or worker safety hazard evaluations, prior to excavation. Based on past sampling, organochlorine pesticides should also be tested at the National Metals Steel and Al Larson Boat Shop site, and Title 22 metals and TPH should be tested at the Hugo Neu-Proler lease site. If direct truck loading or immediate soil reuse is desired at the National Metals Steel, Al Larson Boat Shop, and former Hugo Neu-Proler lease sites, testing		

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
of any other constituents necessary for proper disposal or soil reuse should also be performed prior to excavation. c) Soils in the former Golden West leasehold must be tested for TPH, benzene, toluene, ethylbenzene and xylenes, and polycyclic aromatic hydrocarbons prior to disposal. This is due to elevated petroleum waste left in backfill soils at this site. In addition, any other constituent analyses needed by the disposal site or for soil reuse should be analyzed at the same time. If excavation occurs in these soils, an SSHSP would be required to address worker safety. d) Soils in the former Dow Chemical site must be tested for volatile organic compounds (VOCs) prior to disposal. This is because past sampling indicates carbon tetrachloride is present at concentrations above industrial limits and at a level not protective of construction workers. Other lower-level VOCs were also found and should also be tested. In addition, any other constituent analyses needed by the disposal site or for immediate reuse should be analyzed at the same time. If excavation occurs in these soils, an SSHSP would be required to address worker safety. e) In Waste Discharge Order 90-045, the Los Angeles Regional Water Quality Control Board requires maintenance of the structural integrity of the site cap for the former Golden West site and the National Metals Steel/Al Larson Boat Shop site. The site cap is to be a minimum of a 21-inch layer of clean material, compacted according to civil engineering standards, and the top 7 inches of this layer are to be asphalt concrete pavement.		

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Mitigation Measure	Timing and Methods	Responsible Parties
Groundwater monitoring requirements were rescinded for this site due to the presence of this cap and six years of monitoring indicating that the cap was protecting the groundwater from remnant contaminants in site soils. EPA may also be concerned with the integrity of this cap over former PCB remediation areas. Therefore, if the cap is disturbed over these sites, including the Hugo Neu-Proler lease site, stormwater should not be allowed to infiltrate the cap, and during normal operations, the integrity of the cap should be inspected and maintained. Any other EPA requirements should also be followed.		
MM GW-2: Contamination Contingency Plan. The following contingency plan will be implemented to address contamination discovered during demolition, grading, and construction. a) All trench excavation and filling operations will be observed for the presence of free petroleum products, chemicals, or contaminated soil. Soil suspected of contamination will be segregated from other soil. In the event that soil suspected of contamination is encountered during construction, the contractor will notify LAHD's environmental representative. LAHD will confirm the presence of the suspect material and direct the contractor to remove, stockpile, or contain, and characterize the suspect material. Continued work at a contaminated site will require the approval of the LAHD Project Engineer. b) Excavation of VOC-impacted soil, or soil suspected of being impacted by VOCs based on historical site use, will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit. For soil	Timing: Throughout construction. Methods: LAHD will include MM GW-2 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division

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Mitigation Measure	Timing and Methods	Responsible Parties
suspected to have carbon tetrachloride, a Photo Ionization Detector with an 11.7-eV lamp will be necessary to detect significant levels. c) The remedial option(s) selected will be dependent on a suite of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, and cost) and will be determined on a site-specific basis. Both off-site and on-site remedial options may be evaluated. d) The extent of removal actions will be determined on a site-specific basis. At a minimum, the impacted area(s) within the boundaries of the construction area will be remediated to the satisfaction of LAHD and the lead regulatory agency for the site or action. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete. e) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the LAHD Project Manager within 60 days of project completion. f) In the event that contaminated soil is encountered either prior to or during construction, all on-site personnel handling or working in the vicinity of the contaminated material must be trained in accordance with EPA and Occupational Safety and Health and Administration regulations for hazardous waste operations or demonstrate they have completed the appropriate training. Training must provide protective measures and practices to reduce or eliminate hazardous materials/waste hazards at the workplace.		

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Mitigation Measure	Timing and Methods	Responsible Parties
g) When impacted soil must be excavated, air monitoring will be conducted as appropriate for related emissions adjacent to the excavation. h) All excavations will be backfilled with structurally suitable fill material that is free from contamination per LAHD standards. i) Standard engineering controls and BMPs will be implemented while excavating impacted soils to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include but not be limited to the following: • Contractor will water/mist soil as its being excavated and loaded onto transportation trucks. • Contractor will place any stockpiled soil in areas shielded from prevailing winds. • Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.		
3.12 Noise		
MM NOI-1: Noise Reduction During Pile Driving. The contractor will be required to use a pile-driving system such as a Bruce hammer (with silencing kit); an IHC Hydrohammer®, SC series (with a sound insulation system); or an equivalent silenced hammer that is capable of limiting maximum noise levels at 50 feet from the pile driver to 104 A-weighted decibels (dBA), or less, during installation of king piles and sheet piles.	Timing: During pile driving. Methods: LAHD will include MM NOI-1 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division
MM NOI-2: Erect Temporary Noise Attenuation Barriers Adjacent to Pile-Driving Equipment or Employ Temporary Shields to the Pile-Driving Equipment, Where Necessary and Feasible. The	Timing: During pile driving. Methods: LAHD will include MM NOI-2 in the contract specifications for construction. LAHD will monitor	Implementation: LAHD through Construction Contractor

Table A-1. Modified Mitigation Monitoring and Reporting Program Summary for the Berths 212-224 (YTI) Container Terminal Improvements Project

Mitigation Measure	Timing and Methods	Responsible Parties
need for and feasibility of noise attenuation barriers/curtains or pile driver shielding will be evaluated on a case-by-case basis by considering the distance to noise-sensitive receptors, the available space at the construction location, safety, and proposed Project operations. The noise barriers/curtains will be installed directly around the pile-driving equipment to shield the line of sight from the nearest noise-sensitive receptor, where feasible. Because the equipment would be mostly on the water and pile drivers are high above the water surface, noise barriers may not be feasible or effective to provide sufficient noise reduction, depending on the construction sites and pile-driving activity and equipment specified for each site. Another alternative is to employ shields that are physically attached to the pile drivers. The pile driver shielding is more effective where considerable noise reduction is required.	implementation of mitigation measures during construction.	Monitoring and Reporting: Environmental Management Division, Construction Management Division
3.14 Utilities		
MM UT-1: Recycling of Construction Materials. Demolition and/or excess construction materials will be separated on site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials will be provided on site.	Timing: Throughout construction. Methods: LAHD will include MM UT-1 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division, Construction Management Division
MM UT-2: Materials with Recycled Content. Materials with recycled content will be used in project construction where feasible.	Timing: Pre-construction material planning and during construction. Methods: LAHD will include MM UT-2 in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.	Implementation: LAHD through Construction Contractor Monitoring and Reporting: Environmental Management Division,

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Mitigation Measure	Timing and Methods	Responsible Parties
		Construction Management Division

Key: % = percent; AMP = Alternative Maritime Power; BMP = best management practice; CCR = California Code of Regulations; CFR = Code of Federal Regulations; EPA = United States Environmental Protection Agency; eV = electron volt; LM = Lease Measure; MM = Mitigation Measure; mph = miles per hour; nm = nautical mile; PCB = polychlorinated biphenyl; Port = Port of Los Angeles; SC = Standard Condition; SSHSP = site-specific health and safety plan; TPH = total petroleum hydrocarbons; TSCA = Toxic Substances Control Act; VOC = volatile organic compound; VSRP = Vessel Speed Reduction Program; YTI = Yusen Terminals, LLC

Note: All mitigation and lease measures that are currently ongoing will be included in the modified Mitigation Monitoring and Reporting Program for the Permit amendment.