Chapter 2
Project Description

2.1 Introduction

This chapter provides background information related to existing operations and conditions at the Phillips 66 Marine Oil Terminal (MOT) and describes the Proposed Project's physical and operational elements. This section also provides a discussion of the CEQA baseline that forms the basis of the environmental analyses in Chapter 3, a description of the Project alternatives evaluated in this Draft Environmental Impact Report (Draft EIR), and the Proposed Project's consistency with applicable statutes, plans, and policies. Lastly, it includes a description of the alternatives carried through for analysis in this Draft EIR and the alternatives that were considered but eliminated from further analysis.

2.2 Background and Project Overview

2.2.1 Background

The site at Berths 148-151 has been a MOT since 1919, when Union Oil commenced operations using a wharf that has since been replaced. It is one of seven operating MOTs in the Port. Various entities have operated the MOT over the years, but since 2012 Phillips 66 has operated the terminal under the Los Angeles Harbor Department (LAHD) Revocable Permit (RP) 92-24.

MOTs in California are subject to oversight by the California State Lands Commission (CSLC), which is responsible for ensuring their safe operation. CSLC requires MOTs to comply with a variety of structural and operational standards; the structural standards are set forth in the State of California's Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). The MOTEMS are comprehensive engineering standards for the analysis, design, inspection, and maintenance of existing and new marine oil terminals. The MOTEMS were approved by the California Building Standards Commission on January 19, 2005, became effective on January 6, 2006 (CSLC 2022), and are codified as part of California Code of Regulations (CCR) Title 24, Part 2, Marine Oil Terminals, Chapter 31F. The MOTEMS apply to all existing and proposed marine oil terminals in California. Through ongoing discussions with the CSLC, Phillips 66 developed an implementation strategy to complete the necessary MOTEMS requirements.

MOTEMS require each MOT to conduct an audit to evaluate the facility's compliance and confirm its fitness-for-purpose. Depending on audit results, the terminal owner and/or terminal operators must determine what actions are required to bring facilities into compliance with established standards and to provide a schedule for implementation of

deficiency corrections and/or rehabilitation. The standards define criteria in the following areas:

- Audit and Inspection;
- Structural Loading;
- Seismic Analysis and Structural Performance;
- Mooring and Berthing Analysis and Design;
- Geotechnical Hazards and Foundations;
- Structural Analysis and Design of Components;
- Fire Prevention, Detection, and Suppression;
- Piping and Pipelines;
- Mechanical and Electrical Equipment; and
- Electrical Systems.

2.2.2 Project Overview

The Proposed Project would construct a new, MOTEMS-compliant berthing facility at Berths 150-151, replacing the existing wharf. Landside facilities, including piping, vapor recovery systems, support systems, and tankage, would be modified and upgraded to support the new Berths 150-151 loading platform. In addition, the Proposed Project includes consideration of up to 40 years of continued operation as a MOT at Berths 148-151, currently proposed via a new 20-year entitlement with two optional 10-year extensions.

While the new facilities at Berths 150-151 are being built, vessel traffic would continue to be handled at the adjacent Berths 148-149. Critical structural deficiencies to Berths 148-149 were identified in previous MOTEMS audits (e.g., CSLC 2024). These deficiencies were addressed through emergency repairs to the wharf structure and fendering system (APP# 200402-057 [SCH# 2025120453] and APP# 240802-114 [SCH# 2025020271]) that the LAHD determined to be exempt from CEQA under CEQA §15269(b) and the City of Los Angeles CEQA Guidelines. Accordingly, the wharf will be available for interim use as an MOT during Project construction. Future uses at Berths 148-149 would be limited to non-MOT uses such as storage of topside equipment and the occasional mooring of harbor craft (e.g., boom deployment boats, tugboats, and barges) to reduce congestion in the channel; these future uses at Berths 148-149 would be substantially the same as the current uses of Berths 150-151.

2.3 Project Purpose, Need, and Objectives

2.3.1 Project Purpose and Need

The primary purpose of the Proposed Project is to ensure that the Phillips 66 MOT Berths 150-151 comply with MOTEMS to protect public health, safety, and the environment and to ensure continued viability of MOT operations at the Phillips 66 MOT at Berths 148-151. As the existing facilities are not MOTEMS-compliant, the Proposed Project is needed to bring the MOT into compliance.

2.3.2 Project Objectives

To achieve this purpose, the Proposed Project has the following objectives:

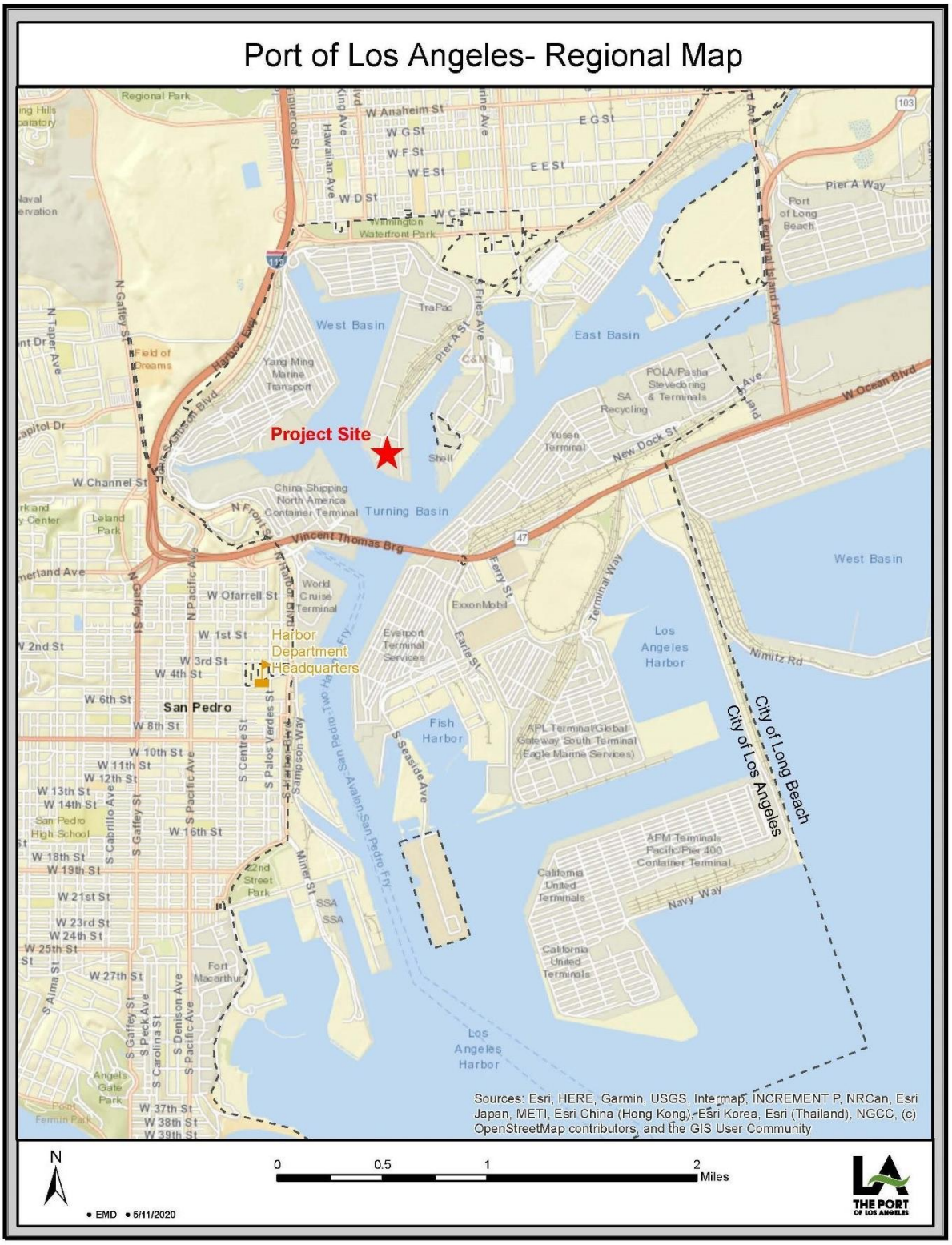
- Construct a new MOTEMS-compliant berthing and loading/unloading facility at Berths 150-151 capable of handling larger vessels;
- Provide for operation of Berths 148-149 for non-MOT uses after the MOTEMS-compliant facility at Berths 150-151 is operational;
- Optimize the use of existing land at the terminal and associated waterways in a manner that is consistent with the LAHD's public trust obligations by use of the new MOTEMS-compliant facility at Berths 150-151 through a new, long-term entitlement;
- Maintain the ability to use the full terminal capacity to ensure continued reliability and availability of fuel supplies to help meet Southern California's energy needs given evolving market conditions and business cycle variability; and
- Support the objective of the Port Master Plan to "promote the orderly long-term development and growth of the Port by establishing functional areas for Port facilities and operations" and "allow the Port to adapt to changing technology, cargo trends, regulations, and competition from other U.S. and foreign seaports."

2.4 Project Location and Setting

2.4.1 Regional Setting

As described in Section 1.1, the Port of Los Angeles (Port) is located in San Pedro Bay, approximately 20 miles south of Downtown Los Angeles (Figure 2-1). The Port is held in trust by LAHD on behalf of the State of California, is a part of the City of Los Angeles General Plan and is administered by the Los Angeles Board of Harbor Commissioners. It 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, breakbulk, automobile, and passenger facilities. The Port is a key asset vital to the regional and national security, including fuel security, and the economy. It is the primary point of entry for goods and fuel coming into the Southern California region.

Figure 2-1. Proposed Project Location



In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, and recreational, community, and educational facilities. The Port also accommodates water-dependent recreational, visitor-serving, community, and educational facilities, such as a public beach, the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, Los Angeles Maritime Museum, 22nd Street Park, and Wilmington Waterfront Park.

2.4.2 Project Site and Surrounding Uses

2.4.2.1 Local Setting

The Project site (Figure 2-2) is located at the southern end of Pier "A" Street on approximately 13.8 acres of land, including approximately 1,800 feet of Turning Basin waterfront. The Project site is bounded by the TraPac Container Terminal (Berths 135-147) to the north, the West Basin to the west, the Turning Basin to the south, and Slip No. 1 to the east. Nearby land uses are all marine cargo terminals and access roads.

Figure 2-2. Project Site Including Proposed Additional Leasehold Area



Direct landside access to the Project site is provided via Pier "A" Street. Regional landside access is provided by a network of freeways and arterial routes and is available via Harry Bridges Boulevard and Fries Avenue. The freeway network consists of the Harbor Freeway (Interstate [I]-110), Long Beach Freeway (I-710), San Diego Freeway (I 405), and Seaside Freeway (State Route [SR]-47). Harry Bridges Boulevard connects I-110 to Pier "A" Street. Active train tracks managed by Pacific Harbor Line, Inc. extend

the length of Pier "A" Street between Fries Avenue and the waterfront. Security and gating are located at the terminus of Pier "A" Street to control access to Berths 148-151.

The Port Master Plan (PMP) (LAHD 2018) establishes policies and guidelines to direct the future development of the Port. The Project site is in Planning Area 2 of the Port Master Plan, which encompasses the West Basin and Wilmington areas between the intersection of Harbor Freeway and Harry Bridges Boulevard to Commodore Schuyler F. Helm Bridge along the boundary of the Port and the Port of Long Beach. Planning Area 2 extends from Berths 96 to 204 and includes a range of land use activities (LAHD 2018). The PMP designates the Project site for liquid bulk uses.

2.4.2.2 Existing MOT

The current Phillips 66 MOT consists of approximately 13.8 acres of backlands, a currently non-operational wharf at Berths 150-151, and the adjacent wharf at Berths 148-149 at which the MOT's marine tanker vessel operations are conducted. An additional 2.2 acres of backlands that ,may be included in the future Phillips 66 leasehold (see Section 2.5) are largely vacant. Figure 2-2 roughly illustrates the Project Site.

The site has been a MOT since 1919, when Union Oil commenced operations using a wharf that has since been replaced. The existing 575-foot-long timber wharf at Berths 150-151 was originally constructed in 1920 and is supported by hundreds of timber pilings, which have been replaced over time as needed. Extensive structural deterioration has occurred on the western side of the wharf. The initial 2009 Port MOTEMS program audit identified the wharf at Berths 150-151 as "high risk" and subsequently classified it as "not fit for service" per MOTEMS. The existing wharf at Berths 150-151 has not been utilized as a MOT since 2008, although the wharf is intermittently used for temporary berthing of tugs.

Berths 148-149, built in 1955, consists of a 608-foot-long concrete wharf and a 432-foot-long concrete pipe-support structure. The facility includes a vapor recovery system, risers, oil spill containment gear, and other associated equipment. While determined by CSLC to be in acceptable condition for temporary ongoing use, the wharf is not MOTEMS-compliant. The identified deficiencies were addressed through emergency repairs to the wharf structure and fendering system (APP#200402-057 [SCH# 2025120453] and APP#240802-114 [SCH# 2025020271]) that the LAHD determined to be exempt from CEQA under CEQA §15269(b) and the City of Los Angeles CEQA Guidelines. These repairs are necessary for the continued use of Berths 148-149 regardless of whether the Proposed Project is implemented.

The landside area of the Phillips 66 site includes tank farms containing 26 storage tanks of varying sizes, 11 of which are currently idle. The tanks have a total storage capacity of approximately 850,000 barrels and are located within spill containment walls approximately 15 feet high. Other landside facilities include piping systems, pumps, an air compressor, vapor-recovery equipment used when loading (i.e., exporting) lighter commodities, a dock house, a gatehouse, a truck loading rack, a warehouse, an office building, and electrical substations.

2.4.2.3 Existing Operations

The Phillips 66 MOT loads and unloads transportation fuel feedstocks and products to and from tanker vessels and barges. The most common products handled at the facility are gas oils (intermediate products from crude distillation processes that are heavier than

kerosene; gas oils are upgraded in other refining processes into gasoline, diesel, and jet fuel), renewables and renewable feedstocks, dark oils (fuel oil and fluidized catalytic cracking unit slurry oil), midbarrel (finished diesel and jet fuels), and gasoline; each ranging between approximately 8 – 30% of the average total volume handled. The terminal also handles smaller amounts of lube oils, alkylate, other gasoline and distillate blendstocks (naphtha, reformate, pentane/hexane), and marine diesel. Neither crude oil nor liquid petroleum gas (LPG) is loaded or unloaded at the MOT.

Vessels calling at the terminal vary in size. Currently, the largest are Panamax tankers (with typical maximum loads of approximately 75,000 deadweight tons). Only one vessel – whether barge or tanker – can be accommodated at a time at the existing Berths 148-149 wharf. Terminal operations occur 24 hours per day and 365 days per year.

The commodities and feedstocks handled at the MOT are transported by pipeline between the MOT and the nearby Phillips 66 Los Angeles Refinery Carson and Wilmington Plants (collectively, "Los Angeles Refinery"), as well as to and from other Phillips 66 facilities in the region such as the Los Angeles Terminal (LAT), located near downtown Los Angeles, and the Torrance Tank Farm, located near the Torrance airport, and facilities in the region owned and operated by other entities. The MOT does not exclusively serve the Los Angeles Refinery and other Phillips 66 facilities but instead serves a number of commercial entities involved in the production, transportation, and sale of petroleum. In October 2024, Phillips 66 announced plans to cease operations at the Los Angeles Refinery in the fourth quarter of 2025, and any future use of the property would be evaluated as a separate and independent project under CEQA by the appropriate lead agency. The MOT will continue to serve other Phillips 66 facilities, including the LA Terminal and Torrance Tank Farm, and other facilities in the region.

The MOT's pipeline system connects the MOT with the comprehensive pipeline networks in Southern California and elsewhere. The terminal also loads imported lube oil onto trucks for distribution within an approximately 15-mile radius of the terminal. The MOT does not have any rail operations.

Activity levels in 2021 are summarized in Table 2-1 along with projected future activity levels after completion of the Proposed Project as described in Section 2.5. For purposes of this Draft EIR evaluation, the 2021 vessel calls, truck trips and throughput volume in Table 2-1 are considered the CEQA baseline. 2021 was chosen as baseline year due to it being the most recent full year of operations prior to preparation of the Notice of Preparation/Initial Study (NOP/IS).

Table 2-1. Baseline and Projected Future Year Operational Activity Levels

Annual Activity	2021 Baseline	Projected with Project
Oceangoing Tankers	15	75
Barges	276	296
Total Vessel Calls[1]	291	371
Trucks (round trips)	1,605	1,951
Terminal Throughput (barrels)	6,359,423	23,761,500

Note:
[1] All vessels in 2021 called at Berth 149

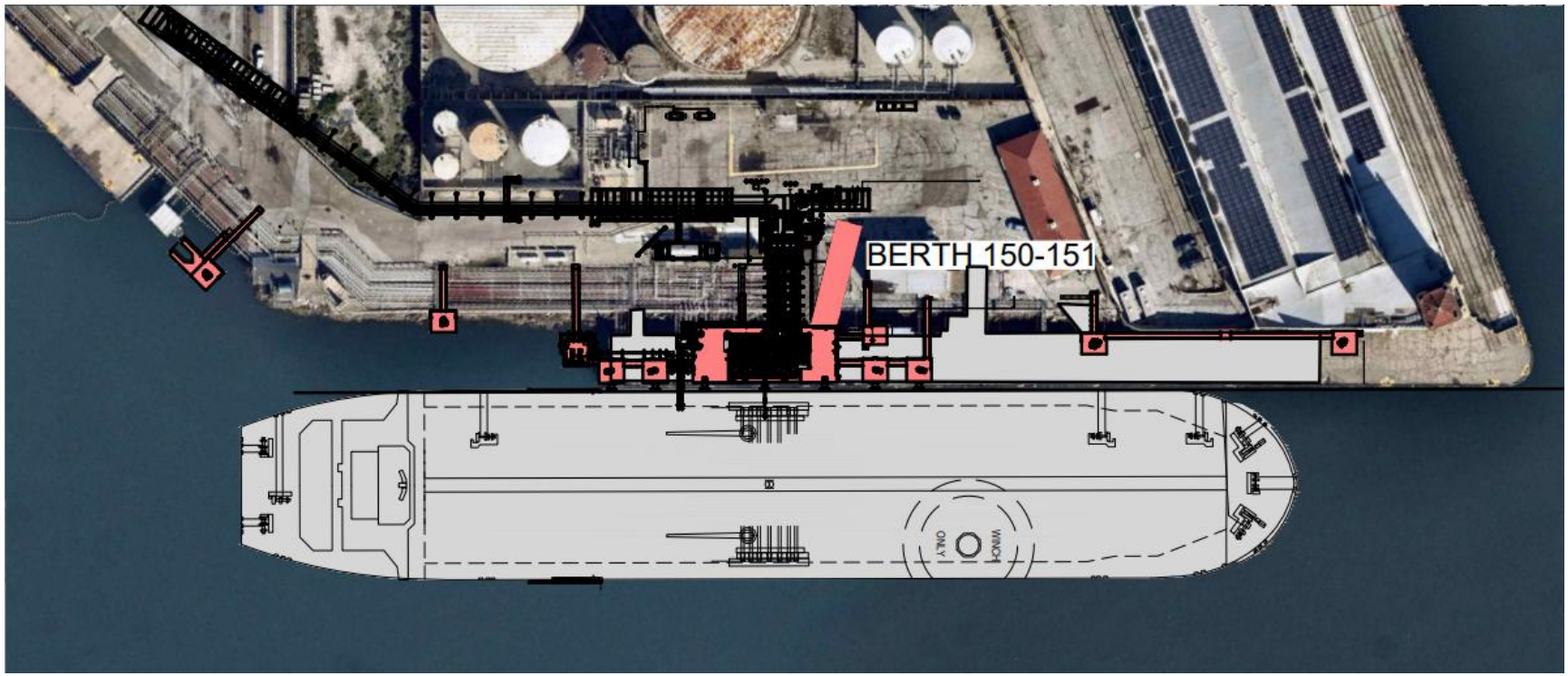
2.5 Proposed Project

The Proposed Project would consist of two primary elements that would provide improvements to ensure operation and viability of the Phillips 66 MOT. Details about each task and each phase of construction for Berths 150-151 are provided in this section.

1. Berths 150-151 Improvements: This element consists of demolition of the existing timber wharf at Berths 150-151 and construction of a concrete wharf and loading platform designed and engineered to be MOTEMS-compliant, including the installation of mooring and breasting dolphins (including one dolphin at Berth 149), access ramps, and catwalks (Figure 2-3).
2. Marine Oil Terminal Topside and Landside Improvements: Topside facilities and pipeline systems at Berths 150-151 would be constructed to allow transfer of commodities between the dock and landside tanks and pipeline systems. Eleven currently idle existing storage tanks in the tank farms would be refurbished, and two small storage tanks (560 to 1100 gallons) for the pollution control and fire protection systems would be added. The existing marine vapor recovery system at Berths 148-149 would be transferred to Berths 150-151, after which the wharf at Berths 148-149 would be limited to future non-MOT uses as indicated above.

As stated above, the Proposed Project also includes consideration of up to 40 years of continued operation as a MOT at Berths 148-151, currently proposed via a new 20-year entitlement with two optional 10-year extensions. Phillips 66 and LAHD are in negotiations for that entitlement, which, if agreed to, may include 2.2 additional acres of backlands (see Figure 2-2) to be used for laydown/staging and parking or storage, bringing the total acreage to approximately 16 acres. For purposes of the analysis contained in this Draft EIR, it is assumed that Phillips 66 and LAHD will agree to an up to 40-year entitlement and that the entire approximately 16-acre property will become entitled going forward. If, however, the additional parcels depicted in Figure 2-2 are not part of the entitlement going forward, the environmental analysis and conclusions contained in this Draft EIR remain substantively the same.

Figure 2-3. Marine Oil Terminal and Wharf Improvement Project (new structures shown in red and black)



2.5.1 Project Construction

Project construction would include both in-water activities, including wharf demolition, loading platform construction, wharf and shoreline refurbishment, and clean-up dredging, and topside/landside activities, including installation of handling, safety, and emissions and spill control equipment, shoreside connections, storage tank refurbishment and construction, pipeline installation, and landside equipment relocation. For the purposes of the analysis in this Draft EIR, it is assumed that construction of the Proposed Project would occur in multiple phases, beginning with demolition of the existing wharf at Berths 150-151 followed by construction of the new loading platform at Berths 150-151, the mooring dolphin at Berth 149, and topside and landside improvements. Construction of the new platform is assumed to start in 2024 and be completed by 2027, at which time the new berth at Berths 150-151 would become operational. Refurbishment of the 11 currently idle tanks along with landside grading and paving operations would proceed after completion of the new Berth 150-151 and conclude in 2029. These assumed construction dates are for analytical purposes only and are the result of project delays that have postponed document release, and therefore the start of construction, by several years. The resultant shift of the schedule into the future is expected to result in equal or lesser emissions as some of the equipment/sources of emissions would naturally turnover and become cleaner.

2.5.1.1 In-Water Construction

The existing wharf structure at Berths 150-151 would be demolished. Demolition would remove all existing topside improvements (i.e., pipelines and utility feeder lines) and the timber wharf structure (approximately 27,000 square feet). The existing timber piles would be extracted intact; piles that could not be extracted intact would be cut at the mud line. This activity would result in the removal and disposal of approximately 540 existing timber piles and 14 existing concrete piles. An existing underwater concrete bulkhead underneath the timber wharf needs minor repairs and reinforcement, which would be conducted following the removal of the wharf. Demolition of the existing wharf would require the use of barges supporting cranes, tugs to move/steady barges, and heavy-haul trucks to remove demolition debris to an appropriate disposal location.

The new loading platform at Berths 150-151 would consist of a loading platform approximately 45 feet wide and 115 feet long, mooring and breasting dolphins, access ramps, and catwalks. The new overwater structures at Berths 150-151 would be constructed of reinforced concrete and steel deck systems and supported by twenty-five 36-inch, nine 24-inch, five 72-inch, and three 84-inch diameter steel pipe piles.

Mooring and breasting dolphins would consist of small, pile-supported concrete platforms with quick-release mooring gear and fendering structures, and would be connected to one another, the loading platform, and the shore by pile-supported catwalks. One of the mooring dolphins would be located at Berth 149, as shown in Figure 2-3, and the remainder would be at Berths 150-151. The various platforms and catwalks comprising the new wharf would extend along approximately 1,100 feet of the shoreline, but the open nature of the structure means that the over-water footprint would be approximately 11,000 square feet, a reduction of approximately 16,000 square feet from the footprint of the existing timber wharf at Berth 150-151.

Construction of the new loading platform structure at Berths 150-151 would require diesel-fired vibratory hammers and pile drivers to sink steel piles into the sediment; crews would demolish the existing wharf and construct the platforms, access ramps, and other facilities using barges supporting cranes, tugs to move/steady barges, and heavy-haul trucks to remove demolition debris to an appropriate disposal location. It is anticipated that deliveries of support piles would occur via barge. This analysis assumes that clean-up dredging of 2,000 cubic yards of sediment would be required at Berths 150-151, which is possible if post-construction surveys indicate insufficient depth alongside the new unloading structure. In that case, a derrick barge, tugboat, and disposal scow would be employed. Dredge material would be disposed via trucking to a suitably permitted upland disposal site.

2.5.1.2 Topside/Landside Construction

As part of the Proposed Project, Phillips 66 would install necessary topside improvements for MOT operations on the new concrete wharf at Berths 150-151. Topside facilities on the loading platform would include hose handling equipment, manifolds, piping, fire protection equipment, and spill prevention and response equipment. The loading hose manifold area on the platform would be surrounded by a spill containment curb to contain and collect runoff or spills. Construction to install the landside improvements would include minor grading and trenching.

Landside improvements would include refurbishment of 11 idle storage tanks and construction of two small new tanks (560 to 1100 gallons) for the pollution control and fire protection systems. It would also include installation of equipment and pipelines to allow transfers of the transportation fuels, feedstocks, and products between the new wharf and the landside storage tanks and to existing pipeline systems that run to various Phillips 66 and other facilities in the region, and flushing, blinding, and removal or abandonment of out-of-service pipelines as appropriate. Crude oil and LPG transfers are not proposed as part of the Proposed Project. To facilitate transfers to other local Phillips 66 facilities and support terminal operations, three existing electric-driven product transfer pumps would be updated.

Phillips 66 would also relocate the marine vapor recovery system (i.e., thermal oxidizer, dockside safety unit) currently at Berths 148-149 to Berths 150-151. The new firewater system at Berths 150-151 would comply with MOTEMS, and the electrical distribution system would be modified to support operations at Berths 150-151. Approximately 17 existing pipelines currently servicing Berths 148-149 would be rerouted to Berths 150-151 and connected to onshore facilities within the Proposed Project site; these pipelines convey products and feedstocks transport as well as water for fire protection, similar to the number of pipelines currently in operation. The pipelines would range from 2 to 12 inches in diameter. Piping from the existing pumps that serve both Berth 148-149 and Berth 150-151 would be reconfigured and re-routed to connect only to Berth 150-151. The portions of piping near and at the docks that are no longer needed (e.g., connected to Berth 148-149) would be thoroughly cleaned, safely isolated, and mostly abandoned in place. Some of the abandoned piping adjacent to the new facility at Berths 150-151 would be removed to make room for construction of the new piping and pipeway. At the point of disconnection, the piping left in place would be air-gapped to ensure it would not be in service.

The Proposed Project would also include the installation of a diesel-powered, Tier 4 compliant, 275-kilowatt (KW) emergency generator as part of the Berths 150-151

landside improvements to comply with MOTEMS requirements as specified in the California Building Code (CBC). All new electrically driven equipment installed as part of the Proposed Project would include dedicated power distribution equipment installed by Phillips 66. The electrical power would be supplied by the Los Angeles Department of Water and Power (LADWP). The 275 (KW emergency generator proposed for the Proposed Project would provide back-up power for critical equipment in the event of an LADWP service outage. The Proposed Project also includes a 1,000 KW fire water service backup generator. The existing wharf lighting or any unnecessary lighting would be removed from the wharf structures and replaced with new lighting.

Some of the walkways and the access trestle would be supported by both in-water and landside piles. The in-water piles are included in the previous section. The new landside piles include four 36-inch and fourteen 24-inch diameter steel pipe piles. Approximately 2.2 acres of unpaved areas may be graded and paved for use as laydown/staging and parking or storage areas.

Operations at Berths 148-149 would continue during construction, but those operations would be relocated to Berths 150-151 following completion of the new wharf and equipment, and Berths 148-149 would in the future be limited to non-MOT uses as indicated above.

2.5.2 Project Operations

2.5.2.1 Facility Activity

The new facility at Berths 150-151 is assumed to begin operation in 2027. Phillips 66 would manage future operations, which would be similar to the existing operations at Berths 148-149. Future operational activities would require the same number of staff as existing operational activities. The facility would be permitted to operate 24 hours per day and 365 days per year; the same as baseline conditions. As discussed above, future non-MOT operations at Berths 148-149 would be substantially the same as the pre-Project uses of Berths 150-151.

The number of ocean-going vessel (OGV) berthings and the throughput volume of transportation fuel, feedstocks, and products at Berths 150-151 would vary depending on commercial and refinery needs. Phillips 66 has estimated a range of average annual throughput for each commodity as listed in Table 2-2. For example, with gas oils, the annual throughput amount could be as low as 1,460,000 barrels or as high as 3,285,000 barrels. Using the high end of the range for each commodity, Phillips 66 estimates that annual throughput could be as high as 23,761,500 barrels. That figure accounts for both deliveries and shipments (i.e., purchases/imports and sales/exports). While the Proposed Project's division of deliveries and shipments will vary depending on market factors; it has historically been approximately 60 percent shipments and 40 percent receipts.

The terminal currently has sufficient capacity to handle 23.8 million barrels of annual throughput. The throughput, i.e., volume of material transferred at the terminal per calendar year, is determined by the receipts and shipments of commodities through the oceangoing vessels (barges and tankers). The historic CEQA process for the Marine Terminal determined that the 1995 total annual throughput was 19,262,600 barrels, and that future operations would have a total annual throughput of 34,789,000 barrels. (Tables 1.5-2 and 1.6-1, Environmental Impact Report for Unocal's Marine Oil Terminal Lease Renewal for Berths 148-151, October 1995.) The maximum capacity of the Marine

Terminal (Berths 148-151) was described as 208,488,000 barrels per year (Id.) In addition, the existing 26 tanks currently located at the terminal have a capacity of 850,000 barrels and could adequately accommodate all volumes within the ranges listed in Table 2-2. The existing storage tanks at the terminal and the terminal pipeline infrastructure would be used to support the transfer of commodities. The utilization of the existing tanks (including the 11 tanks proposed to be refurbished) is independent of the Proposed Project's projected throughput levels, which are based on the highest volume of each of the ten commodities listed in Table 2-2.

Given the uncertainties associated with future business operations and the evolving energy and regulatory landscape in California, no singular throughput data point in the ranges described in Table 2-2 can be selected with any certainty. Also, it is unlikely that the highest end of the range would occur for all commodities in any single year, as some commodities have an inverse relationship wherein an increase in one commodity results in a decrease in another. Nevertheless, to capture a conservatively high estimate of throughput, the highest end of the range of each commodity was used to calculate overall annual throughput for purposes of this Draft EIR's analysis.

Table 2-2. Projected Ranges of Future Year Operational Activity Levels (Receipts and Shipments in Barrels)

Commodity	Low Volume	High Volume
Gas Oils	1,460,000	3,285,000
Lube Oils	219,000	219,000
Alkylate	182,500	547,500
Other Gasoline Blendstock	365,000	1,095,000
Distillate Feedstock	0	365,000
Renewable Fuels	1,095,000	4,380,000
Dark Oils	2,190,000	4,015,000
Marine Diesel	1,095,000	1,825,000
Midbarrel	1,095,000	4,380,000
Gasoline	730,000	3,650,000
Total	**8,431,500**	**23,761,500**

2.5.2.2 Vessel Operations

The Phillips 66 MOT would continue to serve only one vessel at a time, as the new loading platform at Berths 150-151 could only accommodate one vessel and no tanker operations would take place at Berths 148-149. Berths 150-151 would continue to serve barges as under baseline conditions, but it would handle a broader range of OGV sizes up to Aframax-class OGVs (123,000 deadweight tonnage [DWT]). As described in Table 2-1, the facility would handle up to 296 barges (20 more than under baseline conditions) and a maximum of 75 tanker vessels per year (60 more than under baseline conditions), although in low-volume years (Table 2-2), there would likely be fewer vessel calls.

Inbound OGVs would enter the Port through the Angel's Gate, traverse the Outer Harbor and Main Channel, and arrive at the berth with the assistance of one or two tugboats. The vessel would be moored to the loading platform, the spill containment and vapor recovery systems would be deployed, and the vessel would be connected to the product transfer hoses and piping. Upon completion of product transfer (and possible refueling), OGVs

would depart from the facility with the assistance of tugs and proceed down the Main Channel and through the Outer Harbor. Inbound and outbound OGVs would be directed by Port pilots.

Operations at the MOT would comply with all applicable regulations, including the State of California Control Measure for Ocean-Going Vessels At-Berth (17 CCR §§ 93130-93130.22) adopted by the California Air Resources Board in 2020 (the "At-Berth Regulation"). This rule is designed to eliminate most emissions from ocean-going vessel engines while at berth and applies to tanker vessels visiting the Port of Los Angeles as of 2025. Phillips 66 submitted a Terminal Plan to the California Air Resources Board (CARB) describing how vessel visits to the MOT will comply with the At-Berth regulation. The Terminal Plan was accepted as final by CARB on December 29, 2022. The revised Terminal Plan was submitted to CARB on January 25, 2024.

According to this Plan, Phillips 66 will comply with the rule either by 1) operating under the rule's "low-use" terminal exemption (referenced as low activity terminal exception in the CARB At-Berth regulation) from control requirements by limiting the number of annual vessel visits in accordance with the At-Berth regulation, or 2) using a third party barge-based emissions capture and control system approved by CARB, the International Maritime Organization, and the United States Coast Guard that is accepted for safe interfacing with tanker vessels. Note that the barge-based system would capture and treat criteria pollutants, particularly nitrogen compounds and particulate matter, in OGV exhaust but would not capture and sequester carbon dioxide or other greenhouse gases. As stated in the Terminal Plan, using the barge-based emissions capture and control system, Phillips 66 could operate with up to a maximum of 75 vessels.

2.5.2.3 Terminal Operations

All of the incoming or outgoing commodities would be transported by pipeline with the exception of lube oil which would be transported by trucks. As shown in Table 2-1, the projected lube oil truck trips are expected to be no greater than the number of trips recorded in 2019 (the highest number of trips in recent operational history), which is slightly greater than the 2021 baseline trip count.

As is currently the case, a portion of the operations of the upgraded MOT would continue to be independent of other Phillips 66 facilities in the region, meaning that an increase in throughput at the MOT would not require or imply a change in the operational capacity of the Phillips 66 facilities. Market conditions would determine the scope of future MOT operations. Accordingly, commodities handled at the upgraded MOT would be transported to and from various facilities, including local Phillips 66 facilities and other facilities connected by the comprehensive pipeline network in California and other states such as Arizona and Nevada. Products from these facilities would be shipped out via the MOT but would also be distributed by pipeline to other facilities and end users. The operational capacities of the MOT or any other Phillips 66 facility would not change as a result of this MOTEMS and wharf improvement project.

2.6 CEQA Baseline

To determine whether the Proposed Project would have significant and unavoidable impacts on the environment, impacts resulting from implementation of the Proposed Project and Project alternatives are compared to a baseline condition. The difference

between the Proposed Project or Project alternative and the baseline is then compared to a threshold to determine if the difference between the two is significant.

CEQA provides for an EIR to assess the significance of a Project's impacts in comparison to a baseline that consists of the existing physical environmental conditions at and near the Project site. Baseline conditions are normally, but not always, measured at the time of commencement of environmental review of the Proposed Project.

CEQA Guidelines §15125, subdivision (a), provides that an EIR must include a description of the physical environmental conditions in the vicinity of the Project as they exist at the time the notice of preparation is published, or if no notice of preparation is published – at the time environmental analysis is commenced – from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

The LAHD's normal practice is to define the baseline as the conditions in the first full calendar year preceding preparation of the NOP/IS (there may be a slight delay between final preparation and publication). Since preparation of the NOP/IS commenced in 2022, the LAHD has determined that 2021 is the baseline year for the CEQA analysis.

2.7 Project Alternatives

According to state CEQA Guidelines §15126.6, an EIR need only examine in detail those alternatives that could reasonably meet most of the basic objectives of the Proposed Project. The objectives of the Proposed Project, as described in Section 2.1, support the Proposed Project's goal of ensuring that the Phillips 66 MOT Berths 150-151 comply with MOTEMS to protect public health, safety, and the environment and to ensure continued viability of MOT operations at the Phillips 66 MOT at Berths 148-151. Accordingly, the alternatives considered in this Draft EIR are the No Project Alternative (Alternative 1), which is required by CEQA, and the Reduced Project Alternative (Alternative 2), which would meet the primary objective of complying with MOTEMS. These alternatives and the alternatives considered but not evaluated in this Draft EIR are summarized in Section 1.7.

References

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