

# **FINAL MITIGATION MONITORING AND REPORTING PROGRAM**

## **Southern California International Gateway (SCIG) Project**

### **Environmental Impact Report (EIR) (ADP NO. 041027-199 / SCH NO. 2005091116)**

*Prepared By:*

Los Angeles Harbor Department  
Environmental Management Division  
425 S. Palos Verdes Street  
San Pedro, CA 90731  
Phone: (310) 732-3675

*With Assistance From:*



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# Section 1 Mitigation Monitoring and Reporting Program Overview

## Introduction

Section 21081.6 of the California Public Resources Code requires a Lead or Responsible Agency to adopt a mitigation monitoring and reporting program (MMRP) when approving a project that adopts findings of significant impacts and incorporates mitigation measures into the project or imposed as conditions of project approval in order to mitigate or avoid significant impacts. The purpose of this program is to ensure that when an environmental document, either an Environmental Impact Report (EIR) or a negative declaration, identifies measures to reduce potential adverse environmental impacts to less than-significant levels that those measures are implemented as detailed in the environmental document. As lead agency for the Southern California International Gateway (SCIG) Project (proposed Project) the Los Angeles Harbor Department (LAHD) is responsible for implementation of this MMRP.

An EIR has been prepared for the proposed Project that addresses the potential environmental impacts, and where appropriate, recommends measures to mitigate these impacts. As such, this MMRP is required to ensure that adopted mitigation measures are successfully implemented and a monitoring strategy was prepared for each mitigation measure identified in the EIR. Once the Board of Harbor Commissioners adopts the MMRP, the mitigation monitoring/reporting requirements will be incorporated into the appropriate specifications, permits, and agreements (e.g., engineering specifications, engineering construction permits, real estate entitlements, and/or agency permits and development agreements). Therefore, in accordance with the aforementioned requirements, this document lists each mitigation measure, as well as each lease measure and project conditions of approval, and describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below in the MMRP Implementation section. Based on public comment, this MMRP has been expanded to include for reporting and tracking purposes, implementation requirements for a Traffic Management Plan during construction.

References cited in this MMRP incorporate the detailed references listed in the EIR for the proposed Project.

## Project Overview

The proposed Project site is located near the Wilmington community to the west, the City of Carson to the north, and the City of Long Beach to the east, in a primarily industrial area. The site is bounded generally by Sepulveda Boulevard to the north, Pacific Coast Highway (PCH) to the south, the Dominguez Channel to the west, and the Terminal Island Freeway to the east. The proposed Project also includes adjacent locations for the proposed lead tracks south of PCH and north of Sepulveda Boulevard and for nearby business alternate sites. The general area is characterized by heavy industry, goods handling facilities, and port-related commercial uses consisting of warehousing operations, trucking, cargo operations, transloading, container and truck maintenance, servicing and storage, and rail service. In addition, residential and commercial uses are located east of the project site, on the other side of the Terminal Island Freeway in west Long Beach.

The proposed Project involves constructing and operating an intermodal railyard that would transfer containerized cargo between trucks and railcars. For the purposes of the EIR, it is assumed that construction of the proposed Project would occur from 2013 to 2015 and that the Burlington Northern Santa Fe Railway (BNSF) would operate SCIG under a new, 50-year lease with LAHD starting in 2016 and ending in 2066. The SCIG Project involves the following major elements:

- Acquisition of privately-owned properties by the applicant and termination of existing and expired leases for businesses on LAHD land, and the offering of new alternate sites by LAHD to some of the existing businesses;
- Demolition of existing structures and construction of some business facilities on nearby alternate sites offered by the LAHD;
- Construction and operation of an intermodal railyard consisting of loading and storage tracks for trains, electric-powered rail-mounted cranes incorporating regenerative braking technology, container loading and storage areas, locomotive service area, administrative and maintenance facilities, lighting, paved roadways, and a truck gate complex;
- Construction of lead rail tracks by widening the Dominguez Channel rail bridge to connect the railyard to the Alameda Corridor and reconstructing the Sepulveda Boulevard rail bridge and the PCH overpass to accommodate Project operations;
- Construction of roadway improvements to provide truck access to the proposed Project site; and
- The use of the San Pedro Bay Ports' Clean Air Action Plan (CAAP)-compliant drayage trucks on designated truck routes between SCIG and the Ports that would be monitored by global positioning system (GPS) through requirements established in contracts for dray services.

Each of these key proposed project elements is described in further detail below.

## Project Objectives

LAHD has expressed its intent to promote increased use of rail in general, and near-dock rail facilities in particular, as indicated in its Rail Policy, and to comply with the Mayor of Los Angeles' goal for the LAHD to increase growth while mitigating the impacts of

that growth on the local communities and the Los Angeles region by implementing pollution control measures, including the elements of the CAAP specific to the proposed Project. Similarly, the California Environmental Protection Agency has recommended the SCIG project as a preliminary candidate in the 2007 Goods Movement Action Plan and, the Southern California Association of Governments (SCAG) has identified the SCIG project as potentially playing a key role in addressing the growth of high-density truck traffic in its 2008 Regional Transportation Plan Goods Movement Report (SCAG, 2008) and the 2012 Regional Transportation Plan (SCAG, 2012).

The proposed Project would help to meet the demand for efficient rail transport as contemplated by the LAHD's Intermodal Rail Policy, adopted in Resolution 6297 on August 11, 2004 (LAHD, 2004), which calls for on-dock and near-dock intermodal facilities for shippers, carriers, terminal operators, and Class I Railroads. In addition, in a Resolution adopted February 9, 2005 (LAHD, Resolution 6339 (LAHD, 2005)), the LAHD found that there would be a strategic benefit to having competitively balanced, near-dock intermodal container transfer facilities, ensuring access for both of the Class I Railroads that serve the Ports. Furthermore, the need for more efficient, and hence more economical and less polluting, rail-based cargo transportation has prompted state and regional planning agencies to encourage the development of additional near-dock rail facilities (e.g. CARB, 2007; SCAG, 2012). Through a public process involving solicitation of expressions of interest, the Port selected BNSF to propose a near-dock rail intermodal facility.

The primary objective and fundamental purpose of the proposed Project is to provide an additional near-dock intermodal rail facility serving the San Pedro Bay ports marine terminals that would meet current and anticipated containerized cargo demands, provide shippers with comparable intermodal options, incorporate advanced environmental controls, and help convert existing and future truck transport into rail transport, thereby providing air quality and transportation benefits.

The following specific objectives of the proposed Project would accomplish the primary objective and fundamental purpose:

1. Provide an additional near-dock intermodal rail facility that would:
  - a) Help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals, and
  - b) Combine common destination cargo "blocks" and/or unit trains collected from different San Pedro Bay Port marine terminals to build trains for specific destinations throughout the country.
2. Reduce truck miles traveled associated with moving containerized cargo by providing a near-dock intermodal facility that would:
  - a) Increase use of the Alameda Corridor for the efficient and environmentally sound transportation of cargo between the San Pedro Bay Ports and destinations both inland and out of the region, and
  - b) Maximize the direct transfer of cargo from port to rail with minimal surface transportation, congestion and delay.
3. Provide shippers carriers, and terminal operators with comparable options for Class 1 railroad near-dock intermodal rail facilities.

4. Construct a near-dock intermodal rail facility that is sized and configured to provide maximum intermodal capacity for the transfer of marine containers between truck and rail in the most efficient manner.
5. Provide infrastructure improvements consistent with the California Goods Movement Action Plan.

## Project Elements

### Property Acquisition and Disposition of Businesses

The proposed Project requires acquisition or lease of non-LAHD properties by the project proponent (BNSF) and a new lease for the LAHD properties, which would result in certain terminations or non-renewal of existing leaseholds and the movement or displacement of businesses occupying those properties. Three of the existing businesses within the proposed Project site (portions of California Cartage and Fast Lane Transportation (Fast Lane), and the Alameda Corridor Transportation Authority (ACTA) maintenance yard) are assumed for purposes of EIR analysis to move to alternate sites on nearby properties. However, as it is possible that California Cartage and Fast Lane would elect to make other arrangements, the final selection of businesses for the alternate sites is beyond the scope of the EIR. All other remaining businesses within the proposed Project site on LAHD properties would have their leases non-renewed/terminated, and those on non-LAHD properties would be removed upon acquisition of the properties by BNSF. The displaced businesses for which no alternate sites were identified as part of the proposed Project are assumed to move to other compatible areas in the general port vicinity as part of their own business operations and plans.

The assumed alternate locations identified for a portion of Fast Lane Transportation and a portion of California Cartage operations are located south of the railyard site, and the ACTA maintenance facility would move to an approximately 2.5-acre site just west of the Dominguez Channel. The proposed Project assumes that California Cartage would maintain the property they currently lease from SCE, and that Fast Lane would continue to operate on parcels it currently occupies outside the Project site. These businesses would construct new facilities on the alternate sites that are assumed to generally resemble the existing facilities except for being more modern and efficient. They are assumed to continue operating on their existing parcels through the first construction year while the new facilities are being constructed and then to resume operations on their new sites and their existing property.

### Railyard Elements

The proposed SCIG railyard would have three major sets of tracks (two sets of loading tracks, each with six tracks, and one set of two storage tracks) comprising a total of approximately 105,000 feet of track (including the north and south lead tracks, see below) and at least 37 switches. The railyard would also include a number of support elements such as cargo-handling equipment (yard hostlers and support vehicles), 20 electric-powered, rail-mounted, wide-span gantry cranes (RMGs) up to 98 feet high for loading and unloading trucks and trains and managing the stacks of containers, office and

maintenance buildings, 40 high-mast light standards for area lighting, and a truck gate complex.

Two sets of lead tracks would extend north and south from the railyard. The two north lead tracks, one from each group of loading tracks, would be elevated and would cross first the SCE property and an existing access road via an overpass and then Sepulveda Boulevard on a rail bridge to connect the railyard to the ports' San Pedro Branch track. These approximately 1,000-foot-long tracks would operate primarily as tail tracks for the assembly and breaking down of trains. The north lead tracks would require the relocation of existing SCE electrical towers in order to meet clearance requirements by the State Public Utilities Commission (PUC). The two south lead tracks, each approximately 4,000 feet long, would link the railyard to the Alameda Corridor, west of the facility, and would serve as the facility's connection to the regional rail network; normally, all trains would enter and exit the facility on the south lead tracks. The south lead tracks would curve westward under PCH, connect to the ports' Long Beach Lead track, cross the Dominguez Channel on a reconstructed bridge, and then join the Alameda Corridor mainline tracks. Two short tracks near the south lead tracks would be used for locomotive fueling and minor servicing; no locomotive maintenance would occur at the proposed Project.

The proposed Project would include a number of roadway and trackage improvements in order to provide truck and train access to the SCIG facility and adjacent SCE property. A new interchange would be constructed on PCH to provide truck access to the facility and to allow the south lead tracks to pass under PCH. The Dominguez Channel Bridge would be widened to accommodate the south lead tracks, and the existing railroad bridge over Sepulveda Boulevard would be replaced by a modern bridge capable of carrying three tracks (the north lead tracks and the San Pedro Branch track). An access road with an underpass at Sepulveda Boulevard would be constructed beneath the elevated north lead tracks to provide truck and other vehicular access to the SCE property.

## Construction

Construction of the proposed project, including the alternate business locations, would occur over approximately a 36-month period from 2013 to 2015, with the last phase limited to the erection of cranes in 2015. . Construction activities would occur essentially simultaneously in three major areas:

1. The railyard including the north lead tracks and railroad bridge over Sepulveda Blvd;
2. PCH grade separation and interchange;
3. The south lead tracks area along the Long Beach Lead and Alameda Corridor, including the Dominguez Channel Bridge.

Depending on the amount of construction activity at any given time, there would be 30 to 150 workers per day, 12 to 30 pieces of construction equipment, and 30 to 150 vehicles transporting workers and materials to and from the various construction areas. Construction would normally occur during one 10-hour shift per day, up to six days per week, consistent with City of Los Angeles code requirements to reduce noise and limit construction activities to daytime hours (and, for the portion of construction within the City of Long Beach, consistent with the City of Long Beach code requirements).

Activities common to all construction activities would include servicing construction equipment at designated areas; transporting construction workers, supervisors, and

inspectors onsite in light-duty trucks and light buses; and controlling dust, track-out, and erosion by following a Construction Storm Water Pollution Prevention Plan. Construction in all areas would also include soil and groundwater remediation as necessary, hazardous waste management from demolition and remediation activities, staging area management, and public utility and traffic management.

## Operations

The SCIG facility is assumed to begin operation at the start of 2016 and to reach full operation (maximum capacity) in 2035. It would operate 24 hours a day (three labor shifts), 7 days per week, 360 days per year; trucks and trains would arrive at and depart from the facility day and night. Upon opening, the facility would have approximately 93 employees, which would increase to a maximum of 450 employees at full operation. The facility's design and operational model include a high degree of automation and computerized logistics management in order to minimize truck trips.

Containers would be picked up from and delivered to the marine terminals in the Ports by on-road drayage trucks (big-rig, semi-trailer trucks) operated under contracts between various trucking companies and BNSF for drayage between the SCIG railyard and the Ports. The contracts would specify that all trucks would be powered by engines that meet or exceed the 2007 EPA on-road standards, thereby ensuring compliance with the 2010 CAAP's Clean Truck Program engine emissions requirements. This document assumes that only marine cargo, i.e., direct intermodal cargo, would be handled at the facility.

The facility would operate like a circuit. Drayage trucks would arrive at and depart from the facility hauling shipping containers on chassis. At full capacity an average of approximately 5,542 trucks, carrying 4,167 containers, would arrive at and depart from the facility each day, as well as employee and vendor traffic. Drayage would occur along designated truck routes to avoid residential areas, which would be enforced through BNSF's drayage contracts by requiring GPS units. Inbound trucks would enter the SCIG railyard from the PCH off-ramps and proceed through an automated inspection and identification process before being directed to trackside where their containers would be unloaded by the RMG cranes either directly to a railcar or onto a container stack. Most empty trucks would then be directed to another trackside spot to be loaded by another RMG with an outbound container, although in some cases a truck might leave the facility empty.

At full operation, the SCIG railyard is expected to handle eight inbound and eight outbound trains per day. The trains would enter and leave the facility via the Alameda Corridor. Consistent with CAAP Measure RL-2 and pursuant to the 2005 California Air Resources Board (CARB) Memorandum of Understanding, BNSF would maximize the use of ultra-low sulfur diesel (ULSD) fuel in the locomotives that would haul the trains. Inbound trains would exit the Alameda Corridor, proceed across the Dominguez Channel Bridge onto one of the facility's south lead tracks, and be routed onto a clear unloading (strip) track. Trains would typically be longer than a single strip track, and would have to be divided into two smaller segments (blocks) in order to be positioned on the strip tracks for loading and unloading. Outbound trains would be assembled ("built") and leave the facility in essentially the reverse process. Locomotive movements within the railyard and along the north lead track would not require the locomotives to sound their horns, as warning devices such as lights and barriers to prevent rail/truck conflicts would eliminate the need for horns.



The proposed Project would provide BNSF with the capacity to handle an estimated 1.5 million containers (2.8 million TEUs (Twenty-foot-Equivalent Units, a measure of containerized cargo based on a standard twenty-foot-long container; because containers come in several sizes, the conversion factor between number of containers and TEUs is roughly 1.85)) per year at full operation and would involve approximately 2 million truck trips between the facility and port terminals per year. The truck trips would replace truck trips that would otherwise go to the BNSF Hobart/Commerce Yard in East Los Angeles, a journey of 24 miles each way. The proposed facility would incorporate an operational model that emphasizes the efficient movement of trucks and trains by incorporating design elements to enhance fluidity of operations and providing direct rail access to the Alameda Corridor, thereby increasing the benefits expected from the Alameda Corridor's use.

## Monitoring and Reporting Procedures

Mitigation measures will be implemented in accordance with this MMRP. Lease measures and project conditions of approval have also been incorporated into this MMRP for reporting and tracking purposes. Construction bid specifications shall include all applicable construction mitigation measures, lease measures, and project conditions of approval and the contractor(s) work plans shall be provided to LAHD Environmental Management Division (LAHD/EMD) for review and approval. Operational mitigation measures, lease measures, and project conditions of approval will be included in leases, permits and agreements with BNSF and tenants at the alternate business sites and monitored by LAHD/EMD and any specified responsible parties designated by LAHD/EMD.

This MMRP for the proposed Project will be in place through all phases of the project, including design, construction, and operation, and will help ensure that project objectives are achieved. The LAHD shall be responsible for administering the MMRP and ensuring that all parties comply with its provisions. The LAHD may delegate monitoring activities to staff, consultants, or contractors. The LAHD will ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The designated environmental monitor will track and document compliance with mitigation measures such as through mitigation monitoring forms and other compliance recordkeeping and/or reporting documentation, note any problems that may result, and take appropriate action to rectify problems.

## Mitigation Monitoring and Reporting Program Implementation

This MMRP identifies each mitigation measure by discipline, the entity (organization) responsible for its implementation, and the report/permit/certification required for each measure. Certain inspections and reports may require preparation by qualified individuals, and these are specified as needed. The timing and method of verification for each measure is also specified.

# Section 2

## Mitigation Monitoring and Reporting Program

### Summary List

The following is a brief summary list of all mitigation measures organized by the entity responsible for implementation. The LAHD is responsible for administering the MMRP and ensuring that all parties comply with its provisions. The methods for complying with the mitigation measures, timing, and reporting and documentation procedures are described in detail in the MMRP Table 2-1.

**Responsible Entity: BNSF**

Mitigation Measure and Lease Measure
MM AQ-1. Fleet Modernization for Off-Road Equipment.
MM AQ-2. Fleet Modernization for On-Road Trucks.
MM AQ-3. Additional Fugitive Dust Control.
MM AQ-4. Best Management Practices.
MM AQ-5. General Mitigation Measure.
MM AQ-6. Special Precautions near Sensitive Sites.
MM AQ-7: On-Site Sweeping at SCIG Facility
MM AQ-8. Low-Emission Drayage Trucks.
MM AQ-9: Periodic Review of New Technology and Regulations.
MM AQ-10: Substitution of New Technology.
MM BIO-1a: Migratory Non-Game Native Bird Species
MM BIO-1b: Bat Roosting Habitat
MM CR-1: Archaeological or Ethnographic Resources
MM CR-2: Sepulveda Boulevard Bridge - Documentation and Interpretive Display
MM CR-3: Sepulveda Boulevard Bridge – Structure Salvaging Plan
MM CR-4: Paleontological Resource
MM GHG-1: Idling Restriction and Electrification for Construction Equipment.

**Mitigation Measure and Lease Measure**

MM GHG-2: Solar Panels.

MM GHG-3: Recycling.

MM GHG-4: Tree Planting.

MM GHG-5: Water Conservation.

MM GHG-6: Energy Efficient Light Bulbs.

MM GHG-7: Energy Audit.

MM GHG-8: Solar Canopy on Parking Area.

MM GHG-9: Alternate Fuel Service Trucks.

MM GHG-10: Carbon Offsets.

LM RISK-1 Site Remediation Lease Measure.

LM RISK-2 Contamination Contingency Plan Lease Measure.

MM NOI-1: Construction of 12-Foot Sound Wall.

MM NOI-2: Construction Noise Measures.

MM NOI-3: Construction of 24-Foot Sound Wall.

MM PS-1: Recycling of Construction Materials

MM PS-2: Materials with Recycled Content

MM PS-3: Solid Waste Management

MM WR-1: Dominguez Channel Railroad Bridge

**Responsible Entity: Alternate Business Location Tenants****Mitigation Measure and Lease Measure**

MM AQ-1. Fleet Modernization for Off-Road Equipment.

MM AQ-2. Fleet Modernization for On-Road Trucks.

MM AQ-3. Additional Fugitive Dust Control.

MM AQ-4. Best Management Practices.

MM AQ-5. General Mitigation Measure.

MM AQ-6. Special Precautions near Sensitive Sites.

MM BIO-1a: Migratory Non-Game Native Bird Species

MM CR-1: Archaeological or Ethnographic Resources

MM CR-4: Paleontological Resource

MM GHG-1: Idling Restriction and Electrification for Construction Equipment.

MM GHG-2: Solar Panels.

MM GHG-3: Recycling.

MM GHG-5: Water Conservation.

MM GHG-6: Energy Efficient Light Bulbs.

MM GHG-7: Energy Audit.

LM RISK-1 Site Remediation Lease Measure.

LM RISK-2 Contamination Contingency Plan Lease Measure.

MM NOI-2: Construction Noise Measures.

MM PS-1: Recycling of Construction Materials

MM PS-2: Materials with Recycled Content

MM PS-3: Solid Waste Management

**Table 2-1. Mitigation and Lease Measures Monitoring and Reporting Program Summary for the SCIG Project**

Mitigation Measure and Lease Measure	Timing and Methods	Responsible Parties
<b>Aesthetics</b>		
For mitigation measures that address significant impacts under Impact AES-1, see Mitigation Measures MM CR-2 and MM CR-3, below, under Cultural Resources.		
<b>Air Quality</b>		
<p><b>MM AQ-1. Fleet Modernization for Off-Road Equipment.</b></p> <p>1. Construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards.</p> <p>2. Idling shall be restricted to a maximum of 5 minutes when not in use.</p> <p>3. Tier Specifications:</p> <p>a. From January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-3 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-verified Level 3 DECS. Per Port’s Construction Guidelines, for CEQA Project, in 2012 to 2014, construction equipment shall meet 50% Tier 3 Level 3, 20% Tier 2 Level 3, 10% Tier 1 Level 3, 10% Tier 2 Level 2, and 10% Tier 1 Level 2.</p> <p>b. Post-January 1, 2015 on: All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-4 off-road emission standards at a minimum. Per Port’s Construction Guidelines, for CEQA Project, in 2015 and going forward, construction equipment shall meet 50% Tier 4, Tier 3 Level 3, 20% Tier 3 Level 3, 10% Tier 1 Level 3, 10% Tier 2 Level 2, and 10% Tier 1 Level 2.</p>	<p><b>Timing:</b> Prior to and during construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s and Alternate Business Location Tenants’ bid and contract specifications approved by LAHD for all construction work to reduce the impacts of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by BNSF and Tenants prior to beginning any construction activity. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s and Tenants’ project/construction managers or designated building inspectors to ensure compliance with contract specifications.</p> <p>The construction equipment measures shall be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists:</p> <ul style="list-style-type: none"> <li>• A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement.</li> <li>• 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.</li> </ul>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>

	<ul style="list-style-type: none"> <li>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.</li> </ul>	
<p><b>MM AQ-2. Fleet Modernization for On-Road Trucks.</b></p>	<p><b>Timing:</b> Prior to and during construction.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p>
<p>1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property. This is not quantified in the mitigated construction emissions.</p> <p>2. Idling shall be restricted to a maximum of 5 minutes when not in use. This is not quantified in the mitigated construction emissions.</p> <p>3. USEPA Standards (These standards were not quantified in the RDEIR; however, further reductions are expected.)</p> <ul style="list-style-type: none"> <li>For On-road trucks with a gross vehicle weight rating (GVWR) of at least 19,500 pounds: Comply with USEPA 2010 on-road emission standards for PM10 and NOx (0.01 grams per brake horsepower-hour (g/bhp-hr) and 0.2 g/bhp-hr or better, respectively).</li> </ul> <p>A copy of each unit's certified EPA rating and each unit's CARB or SCAQMD operating permit, will be provided at the time of mobilization of each applicable unit of equipment.</p>	<p><b>Methods:</b> This measure shall be incorporated into BNSF's and Alternate Business Location Tenants' bid and contract specifications approved by LAHD for all construction work to reduce the impacts of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by BNSF and Tenants prior to beginning any construction activity. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF's and Tenants' project/construction managers or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>

<p><b>MM AQ-3. Additional Fugitive Dust Control.</b></p> <p>The calculation of fugitive dust (PM) from Project earth-moving activities assumes a 69 percent reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure Project compliance with SCAQMD Rule 403.</p> <p>The Project construction contractor shall submit a fugitive dust control plan or notification to SCAQMD (for construction sites greater than 50 acres)</p> <p>The construction contractor shall further reduce fugitive dust emissions to 90 percent from uncontrolled levels. The following measures to reduce dust should be implemented and/or included in the contractor’s fugitive dust control plan:</p> <ul style="list-style-type: none"> <li>· SCAQMD’s Best Available Control Technology (BACT) measures must be followed on all projects. They are outlined on Table 1 in Rule 403. Large construction projects (on a property which contains 50 or more disturbed acres) shall also follow Rule 403 Tables 2 and 3.</li> <li>· Active grading sites shall be watered three times per day.</li> <li>· Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas.</li> <li>· Contractors shall provide temporary wind fencing around sites being graded or cleared.</li> <li>· 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”).</li> <li>· 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.</li> <li>· The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed.</li> <li>· Open storage piles (greater than 3 feet tall and a total surface area of 150 square feet) shall be covered with a plastic</li> </ul>	<p><b>Timing:</b> Prior to and during construction.</p> <p><b>Methods:</b> This measure shall be incorporated into the BNSF’s and Alternate Business Location Tenants’ bid and contract specifications approved by LAHD for all construction work to reduce the impact of fugitive dust (PM10) emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by BNSF and Tenants prior to beginning any construction activity. The contractor(s) shall adhere to these specifications throughout construction activities. Enforcement shall include oversight by BNSF’s and Tenants’ project/construction managers or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>
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<p>tarp or chemical dust suppressant.</p> <ul style="list-style-type: none"><li>· Stabilize the materials while loading, unloading and transporting to reduce fugitive dust emissions.</li><li>· Belly-dump truck seals should be checked regularly to remove trapped rocks to prevent possible spillage.</li><li>· Comply with track-out regulations and provide water while loading and unloading to reduce visible dust plumes.</li><li>· Waste materials should be hauled off-site immediately.</li><li>· Pave road and road shoulders where available.</li><li>· Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.</li><li>· Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.</li><li>· Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.</li><li>· Require the use of clean-fueled sweepers pursuant to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on-site or roads adjacent to the site to reduce fugitive dust emissions.</li><li>· Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.</li></ul>		
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<p><b>MM AQ-4. Best Management Practices.</b></p> <p>The following measures are required on construction equipment (including onroad trucks):</p> <ul style="list-style-type: none"> <li>· Use diesel oxidation catalysts and catalyzed diesel particulate traps.</li> <li>· Maintain equipment according to manufacturers' specifications.</li> <li>· Restrict idling of construction equipment to a maximum of 5 minutes when not in use.</li> <li>· Install high-pressure fuel injectors on construction equipment vehicles.</li> </ul> <p>LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list.</p>	<p><b>Timing:</b> Prior to and during construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF's and Alternate Business Location Tenants' bid and contract specifications approved by LAHD for all construction work to reduce the impacts of construction diesel emissions. The LAHD shall determine the BMPs once the contractor(s) identifies and secures a final equipment list. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF's and Tenants' project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>
<p><b>MM AQ-5. General Mitigation Measure.</b></p> <p>For any of the above mitigation measures, if a CARB-certified technology becomes available and is shown to be equal or more effective in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the LAHD.</p>	<p><b>Timing:</b> Prior to and during construction.</p> <p><b>Methods:</b> This measure shall be incorporated into the BNSF's and Tenants' bid and contract specifications approved by LAHD. The contractor(s) shall submit a plan for review and approval by BNSF and Tenants prior to beginning any construction activity, which would include any proposed new technology.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors.</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>
<p><b>MM AQ-6. Special Precautions near Sensitive Sites.</b></p> <p>When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor shall notify each of these sites in writing at least 30 days before construction activities begin.</p>	<p><b>Timing:</b> Prior to and during construction.</p> <p><b>Methods:</b> This measure shall be incorporated into the BNSF's and Tenants' bid and contract specifications approved by LAHD for all construction activity. The contractor(s) shall submit for review and approval by BNSF and Tenants prior to beginning of any construction activity, a plan to notify sensitive receptors.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>

<p><b>MM AQ-7: On-Site Sweeping at SCIG Facility</b></p> <p>BNSF shall sweep the SCIG facility on-site, along routes used by drayage trucks, yard hostlers, service trucks and employee commuter vehicles, on a weekly basis using a commercial street sweeper or any technology with equivalent fugitive dust control.</p>	<p><b>Timing:</b> During Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into the lease agreement. Biannual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p><b>Implementation:</b> BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>
<p><b>MM AQ-8. Low-Emission Drayage Trucks.</b></p> <p>This proposed measure would require drayage trucks calling on the SCIG facility to meet an emission reduction in diesel particulate matter emissions (DPM) of 95% by mass relative to the federal 2007 on-road heavy-duty diesel engine emission standard (“low-emission” trucks). The requirement for the percentage of trucks calling on the SCIG facility to be low-emission trucks is as follows: 10 percent in 2016; 12 percent in 2017; 15 percent in 2018; 20 percent in 2019; 25 percent in 2020; 35 percent in 2021; 50 percent in 2022; 75 percent in 2023; 80 percent in 2024; 85% in 2025; and 90 percent in 2026 and beyond.</p> <p>BNSF will be required to specify in their drayage contracts that all drayage trucks calling on the SCIG facility shall use dedicated truck routes and GPS devices and shall meet the requirements specified above and will incorporate the fleet mix into the operations by the end of the specified years through the term of the lease. BNSF will be required to install Radio-Frequency Identification (RFID) readers to control access at the gate to the SCIG facility. Truck logs and throughput volume will be provided to the LAHD Environmental Management Division for tracking and reporting.</p> <p>In the event that throughput volume at the SCIG facility increases beyond the levels that were analyzed for any specific future year, the LAHD will determine if the phase-in schedule must be accelerated beyond that described above.</p>	<p><b>Timing:</b> During Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made to the POLA Executive Director.</p>	<p><b>Implementation:</b> BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>

<p><b>MM AQ-9: Periodic Review of New Technology and Regulations.</b></p> <p>The Port shall require the business to review, in terms of feasibility, any Port-identified or other new emissions-reduction technology, and report to the Port. Such technology feasibility reviews shall take place at the time of the Port’s consideration of any lease amendment or facility modification for the Project site. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the business shall implement such technology. Potential technologies that may further reduce emission and/or result in cost-savings benefits for the business may be identified through future work on the CAAP. Over the course of the lease, the business and the Port shall work together to identify potential new technology. Such technology shall be studied for feasibility, in terms of cost, technical and operational feasibility.</p> <p>As partial consideration for the Port agreement to issue the permit to the business, the business shall implement not less frequently than once every five (5) years following the effective date of the permit, new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which shall 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.</p>	<p><b>Timing:</b> During Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made to the POLA Executive Director.</p>	<p><b>Implementation:</b> BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>
<p><b>MM AQ-10: Substitution of New Technology.</b></p> <p>If any kind of technology becomes available and is shown to be as good or as better in terms of emissions reduction performance than an existing measure, the technology could replace the existing measure pending approval by the Port. The technology’s emissions reductions must be verifiable through USEPA, CARB, or other reputable certification and/or demonstration studies to the Port’s satisfaction</p>	<p><b>Timing:</b> During operation.</p> <p><b>Methods:</b> This measure shall be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made to the Executive Director.</p>	<p><b>Implementation:</b> BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>

<b>Biological Resources</b>		
<p><b>MM BIO-1a: Migratory Non-Game Native Bird Species</b></p> <p>Should tree or vegetation removal, or bridge replacement and renovation, occur within the BSA during the breeding season for migratory non-game native bird species (generally March 1 – September 1 but as early as February 15 and as late as September 15 for raptors), weekly bird surveys shall be conducted to detect any protected native birds in the vegetation to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys shall be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the Operator shall delay all clearance/ construction activities within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) will be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The results of this measure shall be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.</p>	<p><b>Timing:</b> Prior to Project construction (focused biological surveys of nesting) and during Project construction (2013-2015)</p> <p><b>Methods:</b> This measure shall be incorporated into the BNSF’s and Tenants’ bid and contract specifications approved by LAHD for all construction work to ensure contractor(s) are aware of potential work area limitations. The contractor(s) shall adhere to these specifications throughout construction activities. Biologists will survey site for active bird nests of native bird species, and for roosting bats. If nests and/or roosting bats are present, a protection barrier or protection zone, as described in the MMBIO-1a and MM BIO-1b, shall be established, and construction will avoid those sites. The protection barrier or zone will remain until a qualified biologist determines that the young have fledged or the nest or roosting is no longer active. Enforcement shall include oversight by BNSF’s and Tenants’ project/construction managers.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, Construction Management, and Real Estate Divisions</p>

<p><b>MM BIO-1b: Bat Roosting Habitat</b></p>	<p><b>Timing:</b> Prior to Project construction (focused biological surveys of bats), during Project construction (2013-2015), and after Project construction (post-construction survey of bats)</p>	<p><b>Implementation:</b> BNSF through Construction Contractors</p>
<p>The following activities shall be required with regard to bat roosting habitat:</p> <p>a. Prior to construction, a qualified biologist shall conduct three focused bat surveys between March and November to conclude presence/absence of roosting bats within Pacific Coast Highway Bridge and Dominguez Channel Bridge. A pre-construction survey for roosting bats shall be performed within 30 days prior to removal of palms within the BSA. If no active roosts are found, then no further action will be needed. If either a maternity roost or hibernacula (structures used by bats for hibernation) is present, the measures below will be implemented to avoid and reduce impacts to roosting bats;</p> <p>b. Prior to the anticipated bat roosting season (March to November) exclusionary devices will be installed. Installation of these devices will be completed prior to February 1 (beginning of bird breeding season) and will remain until construction is completed. A pre-clearance survey will be conducted at least one day prior to installing exclusionary devices to determine if bats are present. Exclusionary devices installed will include plastic sheeting, plastic or wire mesh, expanding foam, or plywood sheets. A pre-construction survey will also be completed at least one week prior to construction to verify exclusionary devices are successful and no bats are present. If bats are detected, an agency-approved bat biologist will be consulted to discuss additional measures to exclude bats.</p> <p>c. If active maternity roosts or hibernacula are found in trees or structures to be removed or renovated as part of project construction, the project should be redesigned to avoid the loss of the occupied roost if it is possible to do so. If an active maternity roost is located and the project cannot be redesigned to avoid removal of the occupied palm or structure, demolition should commence before maternity colonies form (i.e., prior to March 1) or after young are flying,</p>	<p><b>Methods:</b> This measure shall be incorporated into the BNSF's bid and contract specifications approved by LAHD for all construction work to ensure contractor(s) are aware of potential work area limitations. The contractor(s) shall adhere to these specifications throughout construction activities. Biologists will survey site for active bird nests of native bird species, and for roosting bats. If nests and/or roosting bats are present, a protection barrier or protection zone, as described in the MMBIO-1a and MM BIO-1b, shall be established, and construction will avoid those sites. The protection barrier or zone will remain until a qualified biologist determines that the young have fledged or the nest or roosting is no longer active. Enforcement shall include oversight by BNSF's project/construction managers.</p>	<p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, and Real Estate Divisions</p>

<p>i.e., after July 31). Disturbance-free buffer zones as determined by a qualified biologist in consultation with CDFG should be observed during the maternity roost season (March 1 – July 31).</p> <p>d. If a non-breeding bat hibernacula is found in a structure scheduled for removal, the individuals should be safely evicted, under the direction of a qualified biologist (as determined by a MOU to be negotiated with CDFG), by opening the roosting area to allow airflow through the cavity. Demolition will take place at least one night after initial disturbance for airflow. This action should allow bats to leave during darkness, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Structures with roosts that need to be removed will first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours.</p> <p>e. During bridge construction, alternate bat habitat (e.g., large bat houses) suitable for these species will be provided and installed prior to the roosting season (March to November), in coordination with a qualified biologist, CDFG, and the City of Los Angeles. The design of the alternate bat habitat will be approved by a wildlife biologist familiar with bat roosting requirements. The acceptance of artificial roosts appears to have a higher success rate if the artificial habitat is treated with guano. Guano shall be collected immediately after the bats have vacated the roost in order to maximize the collection of guano. Upon construction of artificial habitat features or artificial structures, they will be treated with an application of guano slurry to maximize their potential for use by bats returning to roost in the bridge.</p> <p>f. Use of the bat alternate habitat will be monitored by a bat specialist every 2 weeks. During the known annual monitoring period (March to November) a determination will be made on the bats' use of the alternate habitat, which species are present, and the duration of use. If no bats are found to use the alternate habitat by April 31, surveys in the vicinity of the previously occupied bridge will be conducted to determine if bats have relocated to establish another roosting location. A bat specialist will be consulted to</p>		
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<p>determine the limits of this survey area. If no bats are found within the area, it will be assumed they have relocated to an area outside of the vicinity of the bridge or palms, and no additional mitigation shall be required.</p> <p>g. Bridge design will incorporate suitable bat habitat. The bridge design will include roughened concrete and incorporate appropriately sized (0.75 to 1.25 inches wide, at least 12 inches deep) longitudinal crevices.</p> <p>A post-construction survey conducted during the bat roosting season (March to November) will be required to ensure success of the new bat habitat within the restored bridge.</p>		
<p><b>Cultural Resources</b></p>		
<p><b>MM CR-1: Archaeological or Ethnographic Resources</b></p> <p>An archaeological monitor shall be present during all initial grading and excavation activities at the proposed Project site. In the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified archaeologist in accordance with the provisions of CEQA §15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures. The treatment plan may include methods for: (1) subsurface testing after demolition of existing buildings, (2) data recovery of archaeological or ethnographic deposits, and (3) post-construction documentation. A detailed historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant would be included in the treatment plan, as well as anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation.</p> <p>A preconstruction information and safety meeting should be held to make construction personnel aware of archaeological monitoring procedures and the types of archaeological resources that might be encountered. All construction equipment operators shall attend a pre-construction meeting</p>	<p><b>Timing:</b> Prior to Project construction (preconstruction information safety meeting) and during Project construction (2013-2015)</p> <p><b>Methods:</b> To avoid or reduce this potential impact, BNSF and Tenants shall retain a qualified archaeologist and notify applicable Tribal representatives. This measure shall be incorporated into the BNSF's and Tenants' bid and contract specifications approved by LAHD for all construction work to ensure contractor(s) are aware of potential work area limitations. The Construction Manager(s)/Contractor(s) shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor(s) shall contact the Construction Manager, Environmental Management Division, and archeologist.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, Construction Management Divisions</p>

presented by a professional archaeologist retained by LAHD that shall review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.

Human Remains: Prior to beginning construction, applicable Native American groups (e.g., the Gabrieliño-Tongva Tribal Council) will be consulted regarding proposed ground-disturbing activities and offered an opportunity to monitor the construction along with the project archeologist. If human remains are encountered, there shall be no further excavation or disturbance of the site within 100 feet of the find or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner shall be contacted to determine the age and cause of death of the deceased. If the remains are not of Native American heritage, construction in the area may recommence after authorized by the coroner.

If the remains are determined to be Native American, state laws relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC §5097) will be implemented by the appropriate parties, which includes contacting the NAHC to determine the most likely living descendant(s) and identifying a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC§5097.98.

If the NAHC is unable to identify a most likely descendant, the descendant fails to make a recommendation within 24 hours of being notified by the NAHC and LAHD and the descendant are not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods shall be reburied with appropriate dignity on the proposed Project site in a location not subject to further subsurface disturbance.



<p><b>MM CR-2: Sepulveda Boulevard Bridge - Documentation and Interpretive Display</b></p> <p>Prior to the start of construction of the new Sepulveda Boulevard railroad bridge, BNSF will prepare archival documentation and an interpretative display of the historical resource.</p> <p><b>Documentation:</b> A Historic American Engineering Record (Level II or less) will be prepared to provide a physical description of the historic bridge, discuss its significance under applicable CRHR criteria, and address the historical context for its construction, purpose, and function. Large-format black and white photographs will be taken showing the Sepulveda Boulevard Bridge in context, as well as details of its historic engineering features. The photographs will be fully captioned and processed for archival permanence. Copies of the report will be offered to the local historical society and any other repository or organization determined by LAHD.</p> <p><b>Interpretive Display:</b> An interpretive exhibit, in the form of a permanent plaque, will be prepared that provides a brief history of the structure, a description of its engineering features and characteristics, and the reasons for and date of its demolition and replacement, and once construction of the new bridge is complete, the plaque will be installed at the bridge site.</p>	<p><b>Timing:</b> During Project construction (2013-2015)</p> <p><b>Methods:</b> This measure shall be incorporated into the BNSF’s bid and contract specifications approved by LAHD to develop an archival documentation and an interpretative display of the historical bridge. The contractor shall adhere to these requirements. Enforcement shall include oversight by the BNSF project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division</p>
<p><b>MM CR-3: Sepulveda Boulevard Bridge – Structure Salvaging Plan</b></p> <p>Prior to the start of the Sepulveda Bridge component of the proposed Project, BNSF shall prepare a plan for salvaging noteworthy elements of the structure for re-use either elsewhere or in the new bridge. The plan shall identify the elements to be salvaged, which shall be determined in consultation with a qualified architectural historian. Suitable re-use would include as decorative elements either on the new bridge or elsewhere in the region, or as an interpretive display. The plan shall be approved by LAHD, and the existing bridge and abutments shall not be demolished or altered until said approval has been granted.</p>	<p><b>Timing:</b> During t Project construction (2013-2015)</p> <p><b>Methods:</b> This measure shall be incorporated into the BNSF’s bid and contract specifications approved by LAHD to develop and implement a structure salvaging plan of the historical bridge. The contractor shall adhere to these requirements. Enforcement shall include oversight by the BNSF project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division</p>

<p><b>MM CR-4: Paleontological Resource</b></p> <p>Paleontological monitoring of ground disturbing activities shall be conducted by a qualified paleontologist. Ground disturbing activities include, but are not limited to, pavement/asphalt removal, boring, trenching, grading, excavating, and the demolition of building foundations. A preconstruction information and safety meeting will be required to make construction personnel aware of paleontological monitoring procedures and paleontological sensitivity.</p> <p>In the event that paleontological resources are encountered, the contractor shall stop construction within 10 meters (30 feet) of the exposure. A qualified paleontologist will evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove and stabilize the specimen in anticipation of its preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum.</p>	<p><b>Timing:</b> During Project construction (2013-2015)</p> <p><b>Methods:</b> To avoid or reduce this potential impact, BNSF shall retain a qualified paleontologist. This measure shall be incorporated into the BNSF’s and Alternate Business Location Tenants’ bid and contract specifications approved by LAHD for all construction work to ensure contractor(s) are aware of potential work area limitations. The Construction Manager(s)/Contractor(s) shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with paleontological resources. If materials are found, the construction contractor shall contact the Construction Manager, LAHD Environmental Management Division, and paleontologist.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, Construction Management Divisions</p>
<p><b>Greenhouse Gas - Climate Change</b></p>		
<p><b>MM GHG-1: Idling Restriction and Electrification for Construction Equipment.</b></p> <p>Construction equipment idling will be restricted to a maximum of 5 minutes when not in use and when feasible, and the use of electrified construction equipment where feasible.</p>	<p><b>Timing:</b> Prior to and during Project construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s and Tenants’ bid and contract specifications approved by LAHD for all construction work to reduce the impact of construction emissions. The contractor(s) shall adhere to these specifications throughout construction activities. Enforcement shall include oversight by the BNSF and Tenants’ project/construction manager(s) or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, Construction Management Divisions</p>

<p><b>MM GHG-2: Solar Panels.</b></p> <p>The Port shall require installation of solar panels on all buildings constructed on POLA property where feasible. The Port, in consultation with the Tenant, will undertake a feasibility review and will make a determination as part of the Businesses final design on the solar panel requirement.</p>	<p><b>Timing:</b> Prior to and during Project construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF's and Tenants' bid and contract specifications approved by LAHD for all construction work to reduce the impact of construction emissions. The contractor(s) shall adhere to these specifications throughout construction activities. Enforcement shall include oversight by the BNSF and Tenants' project/construction manager(s) or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, Engineering, and Construction Management Divisions</p>
<p><b>MM GHG-3: Recycling.</b></p> <p>The tenant shall ensure a minimum of 40 percent of all waste generated during project construction is recycled and 70 percent of all waste generated in all buildings is recycled by the facility opening year of 2016 and 100 percent is recycled by 2025. The goals for operational recycling are consistent with, but more ambitious, than the City of Los Angeles Bureau of Sanitation's Solid Resources Citywide Recycling Division's goal of 70 percent waste diversion by 2020 (Bureau of Sanitation, 2000) and RENEW LA's goal of 90 percent by 2025 (RENEW LA, 2005). Recycled materials shall include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles.</p>	<p><b>Timing:</b> During Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>

<p><b>MM GHG-4: Tree Planting.</b></p> <p>The applicant shall plant shade trees around the main administration building and the tenant shall maintain all trees through the life of the lease.</p>	<p><b>Timing:</b> Prior to and during construction and throughout Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s design and bid and contract specifications approved by LAHD. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p> <p>This measure shall also be incorporated into the lease agreements for ongoing maintenance. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p><b>Implementation:</b> BNSF through Construction Contractor, and BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>
<p><b>MM GHG-5: Water Conservation.</b></p> <p>As part of the facility construction, the tenant shall install a water recirculation system at potential wash racks, install low-flow devices in new buildings and low irrigation landscaping, and maintain these through the life of the lease.</p>	<p><b>Timing:</b> Prior to and during Project construction and throughout Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s and Alternate Business Location Tenants’ design and bid and contract specifications approved by LAHD. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s and Alternate Business Location Tenants’ project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p> <p>This measure shall also be incorporated into the lease agreements for ongoing maintenance. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. .</p>	<p><b>Implementation:</b> BNSF and Alternate Business Location Tenants through Construction Contractor, and BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Engineering, and Construction Management Divisions</p>

<p><b>MM GHG-6: Energy Efficient Light Bulbs.</b></p> <p>In addition to the SCIG facility main administration building, which would be LEED certified, all other interior buildings shall exclusively use energy efficient light bulbs (compact florescent, LED, or other equally efficient) for ambient lighting. The Tenants on their alternate locations on Port-owned property shall also maintain and replace any Port-supplied energy efficient light bulbs. CFL and LED bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs.</p>	<p><b>Timing:</b> Prior to and during Project construction and throughout Project operation.</p> <p><b>Methods:</b> For newly constructed buildings, this measure shall be incorporated into BNSF’s and Tenants’ design and bid and contract specifications. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s and Tenants’ project/construction managers or designated building inspectors to ensure compliance with contract specifications.</p> <p>For all buildings: This measure shall be incorporated into the lease agreements and shall be implemented initially by LAHD, and thereafter by the tenant. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p><b>Implementation:</b> BNSF and Tenants through Construction Contractor, and BNSF and Tenants</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, Construction Management and Real Estate Divisions</p>
<p><b>MM GHG-7: Energy Audit.</b></p> <p>The Tenant shall conduct a third party energy audit every 5 years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.</p>	<p><b>Timing:</b> Prior to and during Project construction and throughout Project operation (every five years).</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s and Tenants’ design and bid and contract specifications approved by LAHD. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s and Tenants’ project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p> <p>This measure shall also be incorporated into the lease agreements. A compliance report shall be supplied to the LAHD Environmental Management Division within six months of every energy audit. Enforcement shall include oversight by the Real Estate Division.</p>	<p><b>Implementation:</b> BNSF and Tenants through Construction Contractor, and BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, and Real Estate Divisions</p>

<p><b>MM GHG-8: Solar Canopy on Parking Area.</b></p> <p>The Tenant shall construct a canopy or canopies over the employee parking area at the SCIG facility that shall be equipped with photovoltaic (PV) solar panels for generating on-site electrical power.</p>	<p><b>Timing:</b> Prior to and during Project construction and throughout Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s design and bid and contract specifications approved by LAHD. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p> <p>This measure shall also be incorporated into the lease agreements for ongoing maintenance. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. .</p>	<p><b>Implementation:</b> BNSF through Construction Contractor, and BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, and Real Estate Divisions</p>
<p><b>MM GHG-9: Alternate Fuel Service Trucks.</b></p> <p>The Tenant shall utilize only alternate-fuel service trucks within the SCIG facility.</p>	<p><b>Timing:</b> During Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p><b>Implementation:</b> BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>
<p><b>MM GHG-10: Carbon Offsets.</b></p> <p>The Tenant shall offset 100% of projected on-site electricity consumption at the SCIG facility over the 50-year lease term from 2016 through 2066, and thus reduce GHG emissions by 117,918 metric tons CO<sub>2</sub>e through the purchase of carbon offsets such as those available from the California Climate Action Registry’s Climate Action Reserve. In addition, when new GHG emission reduction technology becomes available, it will be reviewed under the same process as MM AQ-9 which requires periodic reviews of emissions-reduction technology and implementation into SCIG operations once the technology is determined to be feasible.</p>	<p><b>Timing:</b> During Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made to the Executive Director</p>	<p><b>Implementation:</b> BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>

**Hazards and Hazardous Materials**

**(Note: These lease measures are not mitigation measures under CEQA but are included here for tracking and reporting purposes)**

<p><b>LM RISK-1 Site Remediation Lease Measure.</b></p> <p>Unless otherwise directed by the lead regulatory agency for any given site, the Tenant shall remediate all contaminated media within proposed Project boundaries that are encountered and managed during demolition and grading activities. Any discolored and/or odorous soil encountered during excavation shall be handled and disposed in compliance with local, state, and federal regulations, and as directed by the Los Angeles Fire Department, DTSC, and/or RWQCB. Excavated contaminated soil shall not be placed in another location on-site; it must be properly disposed of off-site. All imported soil to be used as backfill in excavated areas should be sampled to ensure that the soil is free of contamination. Current Los Angeles Harbor Department import soil guidance documents must be followed and all import soil must meet criteria as defined in those documents. Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination shall be remediated prior to, or in conjunction with, project demolition, grading, and construction. Existing groundwater contamination encountered during the excavation within the boundary of the proposed Project shall continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB or lead regulatory agency.</p>	<p><b>Timing:</b> Prior to (contingency plan preparation and approval) and during Project construction.</p> <p><b>Methods:</b> BNSF shall prepare a contamination contingency plan approved by LAHD, and the plan shall be included in bid specifications and leasing agreement. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities. The contractor(s) shall adhere to these specifications and throughout construction phases.</p>	<p><b>Implementation:</b> BNSF and Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>
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<p><b>LM RISK-2 Contamination Contingency Plan Lease Measure.</b></p> <p>The following contingency plan shall be implemented by the Tenant to address previously unknown contamination during demolition, grading, and construction:</p> <p>a. All excavation and filling operations within the boundaries of the construction area shall be observed for the presence of free petroleum products, chemicals, or otherwise chemically impacted soil (CIS). Deeply discolored soil, suspected contaminated soil, or soil registering greater than 50 ppmv when measured with a photoionization detector (PID) or organic vapor analyzer (OVA) shall be segregated from clean soil. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor shall notify the Los Angeles Harbor Department's Chief Harbor Engineer and Director of Environmental Management (EMD). Harbor Department EMD personnel shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material(s). Continued work at a contaminated site shall require the approval of the Chief Harbor Engineer.</p> <p>b. A photoionization detector (or other similar devices) shall be present during grading and excavation of suspected chemically impacted soil.</p> <p>c. Excavation of VOC-impacted soil (defined as soil which registers a concentration of 50 ppm or greater of Volatile Organic Compounds as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane) will require the Tenant to obtain and comply with a South Coast Air Quality Management District Rule 1166 permit.</p> <p>d. The remedial option(s) selected shall be dependent upon a number of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and shall be determined on a site-specific basis. Both off-site and on-site</p>	<p><b>Timing:</b> Prior to (contingency plan preparation and approval) and during Project construction.</p> <p><b>Methods:</b> BNSF shall prepare a contamination contingency plan approved by LAHD, and the plan shall be included in bid specifications and leasing agreement. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities. The contractor(s) shall adhere to these specifications and throughout construction phases.</p>	<p><b>Implementation:</b> BNSF and Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>
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remedial options shall be evaluated.

e. The extent of removal actions shall be determined on a site-specific basis. At a minimum, the chemically impacted area(s) within the boundaries of the construction area shall be remediated to the satisfaction of the lead regulatory agency for the site and/or to ensure protection of project workers. The Port Project Manager overseeing removal actions shall inform the contractor when the removal action is complete.

f. Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials shall be submitted to the Chief Harbor Engineer within 30 days of project completion.

g. In the event that contaminated soil is encountered, all on-site personnel handling or working in the vicinity of the contaminated material shall be trained in accordance with Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations. These regulations are based on CFR 1910.120 (e) and 8 CCR 5192, which states that “general site workers” shall receive a minimum of 40 hours of classroom training and a minimum of three days of field training. This training provides precautions and protective measures to reduce or eliminate hazardous materials/waste hazards at the work place.

h. In cases where potential chemically impacted soil is encountered, a real-time aerosol monitor shall be placed on the prevailing downwind side of the impacted soil area to monitor for airborne particulate emissions during soil excavation and handling activities.

All excavations shall be filled with structurally suitable fill material which is free from contamination (i.e., meets the criteria in current LAHD import soil guidance documents).

<b>Noise</b>		
<p><b>MM NOI-1: Construction of 12-Foot Sound Wall.</b></p> <p>Prior to the start of construction of the proposed Project, BNSF shall first construct a permanent 12-foot high soundwall along the easterly right-of-way of the Terminal Island Freeway, from West 20th Street to Sepulveda Boulevard to reduce construction noise. The final height and location of the soundwall shall be verified by an acoustical consultant as part of the final engineering design of the soundwall, prior to construction. Right-of-way acquisition necessary for the soundwall and landscaping shall be the responsibility of BNSF.</p>	<p><b>Timing:</b> Prior to (design and approvals) and during Project construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s design and bid and contract specifications approved by LAHD. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF through Construction Contractor</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division</p>
<p><b>MM NOI-2: Construction Noise Measures.</b></p> <p>The contractor shall implement the following control measures during construction of the proposed Project:</p> <p>a) Construction Hours. Limit construction to the hours of 7:00 am to 9:00 pm on weekdays, between 8:00 am and 6:00 pm on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance, except where nighttime construction is necessary on the PCH grade separation. For construction activities that occur within the City of Long Beach (e.g. the North Lead Track construction and sound wall construction), limit construction to the hours of 7:00 am and 7:00 pm on weekdays and between 9:00 am and 6:00 pm on Saturdays, as prescribed in the City of Long Beach Noise Ordinance.</p> <p>b) Construction Days. Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work).</p> <p>c) Temporary Noise Barriers. When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors unless and until the soundwall provided in MM NOI-1 has been built or the construction noise management plan (see (l)</p>	<p><b>Timing:</b> During Project construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s and Alternate Business Location Tenants’ bid and contract specifications approved by LAHD for all construction work to reduce the impacts of construction noise. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by BNSF and Tenants prior to beginning any construction activity. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s and Tenants’ project/construction managers or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF and Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>

below) demonstrates that temporary barriers are not necessary.

d) Construction Equipment. Properly muffle and maintain all construction equipment powered by internal combustion engines.

e) Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.

f) Equipment Location. Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as is practical from existing noise sensitive land uses.

g) Quiet Equipment Selection. Select quiet construction equipment whenever possible.

h) Notification. Notify residents near the proposed Project site and within at least a one mile radius of the Project site of the construction schedule in writing (in both English and Spanish and other languages if necessary) via brochures, mailings, community meetings, and a project website.

i) Portable Generators. Avoid the use of portable generators if electricity can be obtained from the local power grid.

j) Noise Complaints. Assign a construction liaison to respond to noise complaints. Post contact information at the construction site, in public notices, and on a project website.

k) Pile Driving Hours. Restrict pile driving to the hours between 9 AM and 5 PM, Monday through Friday, and from 10 AM to 4 PM on Saturdays.

l) A Construction Noise Monitoring and Management Plan for the SCIG facility will be required prior to the commencement. The plan should evaluate each piece of construction equipment and the need for administrative and engineering noise control for each type of construction equipment. A noise monitoring plan should be prepared to document construction noise levels during the process.

<p><b>MM NOI-3: Construction of 24-Foot Sound Wall.</b></p> <p>Prior to the start of construction of the proposed Project, BNSF shall first construct or cause to be constructed a 24-ft high sound barrier as an extension to the existing 24-ft high sound barrier along the easterly right-of-way of the San Pedro Branch rail line north of Sepulveda Blvd, as shown in Figure 3.9-6. The barrier would close the present gap between the existing barrier and a warehouse to the south, removing line-of-sight from the Project site to receiver R1 (the residence at 2789 Webster) and receiver R30 (Stephens Middle School). The final height and location of the soundwall shall be verified by an acoustical consultant as part of the final engineering design of the proposed Project, prior to construction. Right-of-way acquisition necessary for the soundwall and landscaping shall be the responsibility of BNSF.</p>	<p><b>Timing:</b> Prior to (design and approvals) and during Project construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s design and bid and contract specifications approved by LAHD. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF through Construction Contractor</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division</p>
<p><b>Utilities and Public Services</b></p>		
<p><b>MM PS-1: Recycling of Construction Materials</b></p> <p>Recycling of Construction Materials. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided onsite.</p>	<p><b>Timing:</b> During Project construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s and Tenants’ bid and contract specifications approved by LAHD. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s and Tenants’ project/construction managers or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF and Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>
<p><b>MM PS-2: Materials with Recycled Content</b></p> <p>Materials with Recycled Content. Materials with recycled content shall be used in Project construction where feasible. Chippers onsite during construction shall be used to further reduce excess wood for landscaping cover.</p>	<p><b>Timing:</b> During Project construction</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s and Tenants’ bid and contract specifications approved by LAHD. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s and Tenants’ project/construction managers or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF and Tenants through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division, Construction Management Division</p>

<p><b>MM PS-3: Solid Waste Management</b></p> <p>To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City’s Solid Waste Integrated Resources Plan (SWIRP) following 2025.</p>	<p><b>Timing:</b> During Project operation.</p> <p><b>Methods:</b> This measure shall also be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the LAHD Environmental Management Division. Enforcement shall include oversight by the Real Estate Division.</p>	<p><b>Implementation:</b> BNSF and Tenants</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>
<p><b>Water Resources</b></p>		
<p><b>MM WR-1a: Dominguez Channel Railroad Bridge</b></p> <p>The following measures shall be implemented during the reconstruction of the Dominguez Channel Railroad Bridge</p> <ol style="list-style-type: none"> <li>1. No construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to erosion or could flow into the channel. Construction materials shall not be stored in contact with the soil.</li> <li>2. Floating booms shall be used to assist in containing debris discharged into Dominguez Channel, and any debris discharged shall be removed as soon as possible but no later than the end of each day.</li> <li>3. A silt curtain shall be utilized to help control turbidity during reconstruction of the Dominguez Channel Bridge. BNSF shall limit, to the greatest extent possible the suspension of benthic sediments into the water column. Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into the Dominguez Channel. Such measures include deployed oil booms and a silt curtain around the proposed construction zone at all times to minimize the spread of any accidental fuel spills, turbid construction-related water discharge, and debris; training construction workers on emergency spill notification procedures; proper storage of fuels and lubricants; and provisions for on-site spill response kits.</li> </ol>	<p><b>Timing:</b> During Project construction.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s bid and contract specifications approved by LAHD. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s project/construction managers or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF through Construction Contractors</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management Division</p>

## Section 3 Construction Traffic Management Plan

The Traffic Management Plan (TMP) is required at the time that construction permits are obtained by BNSF for the SCIG facility or by tenants at Alternate Business Locations. The TMP is not required as a CEQA mitigation measure but is being included in the MMRP based on public comments received on the RDEIR.

Although they are not required as CEQA mitigation measures to reduce significant impacts, the following actions and activities are included for monitoring and reporting under this MMRP, in response to public comments received on the DEIR and/or RDEIR, and because they advance important LAHD environmental goals and objectives.

**Table 3-1. Construction Traffic Management Plan for the SCIG Project.****Construction Traffic Management Plan**

POLA requires contractors to prepare a detailed traffic management plan for Port projects. A traffic management plan containing traffic control measures conforming to the requirements and guidance of the Los Angeles Department of Transportation (LADOT), Caltrans, and the cities of Carson and Long Beach, would be required at the time construction permits are obtained. At a minimum, the traffic management plan shall contain the following:

- Detour plans
- Coordination with emergency services and transit providers
- Coordination during the entire construction period with surrounding property owners, businesses, residences, and tenants through the establishment of a community construction liaison and public noticing within at least a one mile radius of the project site (in English, Spanish, and other languages if necessary) via brochures, mailings, community meetings, and a project website
- Advanced notification of temporary bus stop loss and/or bus line relocation
- Identification of temporary alternate bus routes
- Advanced notice of temporary parking loss
- Identification of temporary parking replacement or alternate adjacent parking within a reasonable walking distance
- Use of designated haul routes, use of truck staging areas
- Observance of hours of operations restrictions and appropriate signing for construction activities.

The traffic management plan would be implemented for all construction work directly related to the SCIG facility and the PCH grade separation by BNSF and may be required, in whole or in part as deemed necessary by LADOT, for overlapping construction activities at the alternate business sites.

**Timing:** Prior to and during Project construction.

**Method:** This measure shall be incorporated into BNSF's and Alternate Business Location Tenants' bid and contract specifications approved by LAHD for all construction work to reduce the impacts of construction traffic. The contractor(s) shall submit a Construction Traffic Management Plan for review and approval by BNSF and Tenants prior to beginning any construction activity. The contractor(s) shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF's and Tenants' project/construction managers or designated building inspectors to ensure compliance with contract specifications.

**Implementation:** BNSF and Alternate Business Location Tenants through Construction Contractors.

**Monitoring and Reporting:** LAHD, Environmental Management Division

## Section 4 Project Conditions Monitoring and Reporting

The following project conditions are recommended for inclusion in the lease, permit and/or development agreements between the LAHD and BNSF for the SCIG facility. These project conditions are not required as CEQA mitigation measures but are important because they advance important LAHD environmental goals and objectives. Each of the conditions adopted by the Board of Harbor Commissioners will be monitored in accordance with the program below.



Table 4-1. Project Condition Summary for the SCIG Project.

Project Condition	Timing and Methods	Responsible Parties
<b>Aesthetics</b>		
<p><b>PC AES-1: Intensive Landscaping on West Side of Terminal Island Freeway</b></p> <p>BNSF shall, by all means feasible and in good faith, work with the City of Long Beach to obtain long-term access to the land required to construct an area of intensive landscaping on the west side of the Terminal Island Freeway between PCH and Sepulveda Boulevard, including removing existing tenant leases and clearing away existing physical barriers on that land. Access may be by easement, lease, or title, but should be secure for a period of at least 50 years (the operations period of the SCIG facility). If successful, BNSF shall construct the intensive landscaping simultaneously, or as nearly so as practicable, with construction of the SCIG facility during the time period of 2013-2015. The intensive landscaping shall contain native plant tree species, with an established irrigation system and a long-term maintenance plan that would be the responsibility of BNSF. The final landscaping design plan shall be reviewed and approved by the LAHD, the City of Long Beach, and other entities if necessary.</p>	<p><b>Timing:</b> Prior to and during Project construction and throughout Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s design and bid and contract specifications approved by LAHD. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p> <p>This measure shall also be incorporated into the lease agreements for ongoing maintenance. Bi-annual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made to the Executive Director.</p>	<p><b>Implementation:</b> BNSF through Construction Contractor, and BNSF</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management, Construction Management and Real Estate Divisions</p>
<p><b>PC AES-2: Terminal Lighting Design Guidelines</b></p> <p>All proposed lighting installed with the proposed Project and at the alternate sites shall be in compliance with the applicable requirements of POLA’s Terminal Lighting Design Guidelines. As part of this compliance, POLA shall ensure that light levels are measured at strategic points prior to the installation of new lighting systems and at the same points after the new lighting system is installed and operational to evaluate offsite light spill. If light and glare exceed POLA’s guidelines, the Tenant shall implement those corrective measures deemed necessary by the POLA.</p>	<p><b>Timing:</b> Prior to and during Project construction and throughout Project operation.</p> <p><b>Methods:</b> This measure shall be incorporated into BNSF’s design and bid and contract specifications approved by LAHD. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by BNSF’s project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p><b>Implementation:</b> BNSF through Construction Contractor</p> <p><b>Monitoring and Reporting:</b> LAHD, Environmental Management and Engineering Divisions</p>

**Air Quality**

**PC AQ-11. Zero Emission Technologies Demonstration Program.**

This project condition would require BNSF to work with the Port of Los Angeles to advance zero emission technologies, consistent with the Port’s 2012-2017 Strategic Plan objective for the advancement of technology and sustainability, and that BNSF shall, as follows:

- Provide match funding to the Clean Air Action Plan Technology Advancement Program (TAP) zero emissions programs in an amount equal to that provided by the Port of Los Angeles up to a maximum of \$3 million for purposes of zero emission drayage truck, cargo handling equipment, and proof-of-concept rail technologies demonstration.
- Implement an expeditious phase-in of zero emission drayage trucks and other zero emission technologies into the specification for vehicles serving SCIG operations following a determination of technical and commercial feasibility made by the Ports of Los Angeles and Long Beach Boards of Harbor Commissions consistent with criteria developed by the TAP Advisory Committee (TAP AC) in consultation with the project applicant and approved by the Ports of Los Angeles and Long Beach Boards of Harbor Commissions. In making any finding of technical and commercial feasibility, the Ports shall determine that such equipment or technology:
  - is commercially practicable;
  - has been successfully tested in similar conditions;
  - has been operationally proven in similar revenue service; and
  - is available in sufficient quantities to meet any such requirement

**Timing:** During Project operation

**Methods:** This measure shall be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made to the Executive Director.

**Implementation:** BNSF

**Monitoring and Reporting:**  
LAHD, Environmental Management and Real Estate Divisions

- The phase-in shall:
    - Occur at a rate recommended by the TAP AC consistent with the feasibility criteria;
    - Be approved by the Ports of Los Angeles and Long Beach Board of Harbor Commissions consistent with the feasibility criteria; and
    - Lead to the requirement that only zero emission drayage trucks would operate at the SCIG facility.
- Long-term goal:** All drayage trucks operating at the SCIG facility shall be 100% zero emissions by the end of 2020.
- Participate in a zero emissions technologies industry stakeholder group that would assist in the development of technical and commercial criteria for determination of feasibility of zero emission equipment, and advise and support demonstrations of zero emission drayage truck, cargo handling equipment, and proof of concept rail technologies in port-related operations as coordinated and directed by staff of the two ports through the TAP.
  - Such demonstrations shall be performed using an appropriate railyard identified by the TAP until such time that SCIG is built, and thereafter BNSF shall allow zero emission technologies tested under the TAP zero emissions program to operate using the SCIG facility once it is constructed. BNSF shall allow TAP representatives access into portions of the SCIG facility where the zero emission equipment is being tested for the purpose of test evaluation, all subject to reasonable notice, compliance with the BNSF safety and operational rules, and without interference with facility operation.
  - Criteria for evaluation of the results of all demonstrations shall be developed by the TAP AC in consultation with the project applicant regarding any equipment to be serving the SCIG facility and submitted

<p>for approval to the Ports of Los Angeles and Long Beach Board of Harbor Commissions. Such criteria shall include, but not be limited to: technical practicability, commercial reasonableness, operationally proven, and commercial availability. Evaluation of the results of demonstration testing shall be performed by the TAP in conjunction with the applicant. Recommendations regarding the technical and commercial feasibility of these vehicles shall be presented by the TAP to the Ports of Los Angeles and Long Beach Board of Harbor Commissions for approval.</p> <p><b>Near-term goal:</b> The TAP will develop an action plan by 2014 that outlines key strategies for the advancement of zero emission drayage trucks, including all criteria for evaluation of technical, commercial and operational feasibility, and identification of an appropriate railyard to support zero emission drayage truck demonstration projects starting in 2015.</p> <p><b>Near-term and long-term goal:</b> Starting in 2015, the TAP shall conduct periodic evaluations of zero emission truck demonstrations on a reoccurring basis at least every two years until such time that the Ports of Los Angeles and Long Beach Board of Harbor Commissioners determine that the vehicles are technically and commercially feasible. The results of the regular evaluations shall be documented, including the analysis and conclusions as verified by the TAP, and shall be presented to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners.</p>		
<p><b>PC AQ-12. San Pedro Bay Ports CAAP Measure RL-3</b> CAAP measure RL-3 establishes the goal that the Class 1 locomotive fleet associated with new and redeveloped near-dock rail yards use 15-minute idle restrictors, use ULSD or alternative fuels, and meet a minimum performance requirement of an emissions equivalent of at least 50 percent Tier 4 line-haul locomotives and 40% Tier 3 line-haul locomotives when operating on port properties by 2023. In</p>	<p><b>Timing:</b> During Project operation <b>Methods:</b> This measure shall be incorporated into the lease agreements. Bi-annual tenant compliance reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made to the Executive Director.</p>	<p><b>Implementation:</b> BNSF <b>Monitoring and Reporting:</b> LAHD, Environmental Management and Real Estate Divisions</p>

<p>March of 2008, USEPA finalized a regulation which established a 2015 date for introduction of Tier 4 locomotives. There is no regulatory mechanism in place that would mandate the early production or sale of Tier 4 locomotives prior to 2015. Additionally there is no requirement to turn fleets over to Tier 4, when it becomes available. Implementation of the RL-3 goal for the locomotives calling at SCIG while on port properties would be based on the commercial availability of operationally proven Tier 4 locomotives in 2015 and any adjustment in that date will require equivalent adjustment in the goal achievement date. The RL-3 emissions goal for locomotives calling on SCIG while on port properties may also be achieved by BNSF's reduction in air emissions anywhere in the South Coast Air Basin equivalent to the RL-3 goal for locomotives calling at SCIG while on port properties through any other alternative means. RL-3 further establishes the goal that, by the end of 2015, all Class 1 switcher locomotives operating on port property will meet USEPA Tier 4 non-road standards. In September 2009, CARB adopted its "Staff Recommendations to Provide Further Locomotive and Rail yard Emission Reductions" (CARB, 2009d) which identified several high priority strategies for reducing emissions from locomotive operations in California, including providing support for the ports "to accelerate the turnover of cleaner Tier 4 line-haul locomotives serving port properties as expeditiously as possible following their introduction in 2015, with the goal of 95 percent Tier 4 line-haul locomotives serving the ports by 2020." Thus, with the assistance of the ports' regulatory agency partners and in concert with CARB's stated goals, measure RL3 will support the achievement of accelerating the natural turnover of the line-haul locomotive fleet.</p> <p>This project condition was not quantified for mass emissions, air pollutant concentration or health risk benefit.</p>		
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