

Mitigation Monitoring and Reporting Program

Berths 136-147 [TraPac] Container Terminal Project

*Environmental Impact Statement/Environmental
Impact Report (EIS/EIR)*

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Section 1

Mitigation Monitoring and Reporting Program

Introduction

Assembly Bill 3180 (AB 3180) codified in Section 21081.6 of the California Public Resources Code, became effective January 1, 1989, and requires a Lead or Responsible Agency to adopt a mitigation monitoring and reporting program (MMRP) when approving or carrying out a project. The purpose of this program is to ensure that when an environmental document, either an 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 Berth 136-147 Container Terminal Project, and pursuant to AB 3180, the Los Angeles Harbor Department (LAHD) is responsible for implementation of this MMRP.

An Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has been prepared for the 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 Berth 136-147 Container Terminal Project. Once the Board of Harbor Commissioners adopts the MMRP, the applicable LAHD division(s) will include the mitigation monitoring/reporting requirements in the appropriate permits (i.e., engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits). Therefore, in accordance with the aforementioned requirements, this document lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below in the MMRP Implementation section.

Project Overview

Introduction and Project Overview

This section describes the proposed Project for the Berths 136-147 Container Terminal Project EIS/EIR. The Terminal is currently used, and is proposed to continue to be used, for container terminal operations. The proposed Project includes a 30-year lease renewal to the year 2038 and two phases of construction (2008-2015 and 2015-2025) designed to optimize container terminal operations within the Berths 136-147 area in the West Basin portion of the Port.

The proposed Project would include an expanded container terminal, deeper berths, longer and improved wharves, replacement of existing cranes, new terminal buildings and facilities, a new on-dock intermodal rail yard, a relocated Pier A rail yard, an improved Harry Bridges Boulevard, and a 30-acre buffer area adjacent to Harry Bridges Boulevard. Most of the improvements would occur on the 176 acres currently operated by TraPac. The proposed terminal expansion area is bounded by Harry Bridges Boulevard, the existing terminal, and the Pier A rail yard. Other proposed Project components would occur in the area between “C” Street and Harry Bridges Boulevard, and the area adjacent to Berths 200C – 200H.

Major construction elements of the proposed Project include dredging to deepen the berthing areas; renovating 3,000 feet of wharf; constructing 705 feet of new wharf; redeveloping 57 acres of additional land into container terminal backlands; constructing a new on-dock rail yard and relocating the existing Pier A rail yard; and filling 10 acres of the Northwest Slip to create additional backlands and wharf.

Six gantry (container) cranes that were on site during the baseline year would be replaced with five new cranes for a net loss of one gantry crane; seven other existing cranes would remain, resulting in a total of 12 gantry cranes at the new terminal instead of the 13 that were there during the baseline year. (This number reflects the baseline conditions existing in December of 2003. Two 50-gauge cranes along Berths 145 and 146 were removed in the spring of 2007.)

Existing Conditions

Regional Context

The Port is composed of 45 km (28 miles) of waterfront, approximately 300 commercial berths, and 3,035 hectares (7,500 acres) of land and water. The Port includes automobile, container, omni, lumber, and cruise ship terminals; liquid and dry bulk terminals; and extensive transportation infrastructure for cargo movement by truck and rail. The Port accommodates commercial fishing, canneries, shipyards, and boat repair yards; provides slips for 6,000 pleasure craft, sport fishing boats, and charter vessels; and supports community and educational facilities such as a public swimming beach, the Boy/Girl Scout Camp, the Cabrillo Marine Aquarium, and the Maritime Museum.

Project Site

The proposed Project area is located within the West Basin in the Wilmington and San Pedro Districts of the Port, approximately 32 kilometers (km) (20 miles) south of downtown Los Angeles and immediately south of the Wilmington Community. The West Basin is used primarily for containerized cargo operations at Berths 97-109 (China Shipping Terminal), Berths 121-131 (Yang Ming Terminal), and Berths 136-147 (TraPac Terminal). Other uses in the West Basin include liquid bulk operations at Berths 150-151 and an intermodal rail yard at Berths 121-131 that currently serves rail movements from the Yang Ming and China Shipping Terminals. Additionally, the Pier A rail yard adjacent to Berths 156–160 is used for switching purposes.

The Berths 136-147 Terminal is roughly bordered by Harry Bridges Boulevard on the north; by Slip 1, Neptune Avenue, Water Street, and Fries Avenue on the east; by the Turning Basin to the south, and by the terminal at Berths 118-131 to the west. Berths 136-147 currently operate as a single container terminal with a combined area of 176 acres and total berth length of 2,775 feet. Berths 136-

139 occupy the northern-central West Basin, and Berths 142-147 occupy most of the eastern portion of the West Basin. The Pier A rail yard, a classification (switching) yard, is located in the southeast portion of the proposed Project area, adjacent to Berths 154-160. The existing terminal has no direct rail access; containers are drayed to and from off-site intermodal facilities or transported directly to destinations in the Los Angeles area.

Existing equipment and facilities on the container terminal portion of the proposed Project site included thirteen shoreside cranes along the south- and west-facing wharves in the 2003 baseline year, along with mobile equipment used to handle containers, a 28,000-square-foot maintenance shop, several small buildings, and surface parking. Two of the cranes were removed in the spring of 2007. Most of the site consists of paved backlands used for storage of cargo containers.

Surrounding land uses include the community of Wilmington adjacent to and north of the Port, and heavy port industries to the east and west. Wilmington is a predominantly residential community, but also contains community and commercial uses.

Project Objectives

The LAHD's overall objective for the proposed Project is threefold: (1) provide a portion of the facilities needed to accommodate the projected growth in the volume of containerized cargo through the Port; (2) comply with the Mayor's goal for the Port 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; and 3) comply with the Port's Strategic Plan to maximize the efficiency and capacity of terminals while raising environmental standards through application of all feasible mitigation measures. These interrelated goals require increases in the cargo-handling efficiency and capacity of existing terminal facilities in the Port. In order to accomplish these basic objectives in a manner consistent with LAHD's public trust responsibilities, the following supporting objectives need to be accomplished:

1. Expand and modernize existing container terminal facilities at the Port to the extent required to:
 - Optimize the use of existing land and waterways and be consistent with the Port's overall use of available shoreline;
 - Accommodate foreseeable containerized cargo volumes through the Port;
 - Increase container handling efficiency and create sufficient backland area for container terminal operations, including storage, transport, and on/offloading of container ships in a safe and efficient manner;
 - Provide access to land-based rail and truck infrastructure capable of minimizing surface transportation congestion or delays while promoting conveyance to and from both local and distant cargo destinations; and
 - Improve or construct container ship berthing and infrastructure capacity where necessary to accommodate projected containerized cargo volumes through the Port.

2. Provide on dock-rail capabilities to promote direct transfer of cargo between ship and rail.

3. Apply the foregoing principles to improvement of the existing terminal facilities at Berths 136-147.
4. In connection with improvement and expansion of the Berths 136-147 terminal, provide a landscaped area as a community amenity and to provide physical separation between Port operations and residential areas.

Proposed Project

The Terminal is currently used, and is proposed to continue to be used, for container terminal operations. The proposed Project includes a 30-year lease renewal to the year 2038 and two phases of construction (2008-2015 and 2015-2025) designed to optimize container terminal operations within the Berths 136-147 area in the West Basin portion of the Port.

The proposed Project would include an expanded container terminal, deeper berths, longer and improved wharves, replacement of existing cranes, new terminal buildings and facilities, a new on-dock intermodal rail yard, a relocated Pier A rail yard, an improved Harry Bridges Boulevard, and a 30-acre buffer area adjacent to Harry Bridges Boulevard. Most of the improvements would occur on the 176 acres currently operated by TraPac. The proposed terminal expansion area is bounded by Harry Bridges Boulevard, the existing terminal, and the Pier A rail yard. Other proposed Project components would occur in the area between "C" Street and Harry Bridges Boulevard, and the area adjacent to Berths 200C – 200H. The proposed Project consists of expanding the Berths 136-147 Terminal by 57 acres, from 176 to 233 acres, by 2015 (Phase I of the proposed Project), and by an additional 10 acres, to 243 acres, by 2025 (Phase II); constructing an intermodal rail facility in the terminal; and constructing a 30-acre buffer area at the northern boundary of the terminal. The proposed Project also includes replacing existing cranes, dredging deeper berthing areas, filling to create 10 acres of new land, reconstructing existing wharves, and constructing 1,105 feet of new wharves. The increased terminal acreage and new wharves would increase the amount of cargo that could be handled.

The terminal operator would be granted a 30-year lease, lasting until 2038. The Project site and associated facilities would continue to operate as a marine terminal for containerized cargo for the life of the lease. The terminal operator would be required to comply with all laws and regulations, including environmental controls that are not part of the current lease. Those controls would be imposed pursuant to the Port Environmental Policy, Clean Air Action Plan, and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006), and would include emissions standards for terminal equipment; vessel speed reduction and fuel requirements; AMP for a proportion of marine vessels; clean truck requirements; and other environmental measures unrelated to air quality, such as storm water management.

Construction

Phase I of the proposed Project would be completed by 2015 and Phase II would be completed after 2015. Table 1-3 shows the estimated construction schedule for each component of the proposed Project, by phase. Within this overall schedule, construction activities would be phased so as to minimize disruption both to the terminal, which will continue to operate during the entire construction period, and to surrounding operations. In practice this would mean that, for example, only one wharf would be reconstructed at a time, construction of the on-dock rail yard would not begin until the new Pier A rail yard had been completed and PHL's operation transferred, only a portion of the backlands construction would be occurring at any one time, and dredging would affect only one berth at a time.

Table 1-3. Proposed Project Construction Schedule

<i>Proposed Project Component</i>	<i>Estimated Construction Schedule</i>
PHASE I CONSTRUCTION	
Wharf Improvements	2008-2010
Backlands Improvements and Associated Facilities	2010-2011
Relocate Pier A Rail Yard	2009-2010
New On-Dock Rail Yard	2010-2011
Harry Bridges Buffer Area	2008-2010
PHASE II CONSTRUCTION	
Filling in the 10-acre Northwest Slip & Associated Wharf and Backlands Construction	Post-2015

Prior to construction, the LAHD would prepare a Public Services Relocation Plan to address the public utilities and services that would require relocation or otherwise be affected during proposed Project construction. The Plan would be developed with input from the service providers for the proposed Project site and would be submitted to City regulatory departments for review and approval. Construction affecting utilities could not begin until the Plan was approved. The Plan would be on file with the LAHD during construction.

Key elements of the proposed Project include backlands development, improvements to the terminal gates, new and reconstructed wharf facilities, dredging and landfill, on-dock rail, relocation of an existing rail yard, and a buffer area between the community and the terminal.

Expanded/Reconfigured Backlands and New Buildings

Phase I development would include adding 57 acres to the terminal for expanded container storage and an on-dock rail yard through 1) the redevelopment of 52 acres of existing land within the proposed Project area and 2) the development of 5 acres of fill in the Northwest Slip. Part of the existing land is vacant, part is underutilized by current uses, and part is occupied by the Pier A rail yard, which would be relocated.

The creation of the 5-acre fill is a separate project being analyzed as part of the Channel Deepening Project SEIS/EIR (USACE and LAHD in preparation). The 5 acres of new land would allow realignment of the wharf roadway at Berths 136-139 in the Northwest Slip, which in turn would facilitate safer and more efficient truck and equipment movement on the wharf. The current configuration requires trucks and other container handling equipment to make a 180-degree turn to exit the wharf area, which raises safety concerns and causes traffic delays. The additional area would also allow additional wheeled operations to occur for container storage and handling instead of a stacked Rubber-Tired Gantry (RTG) operation.

The existing main guard station, administration building, reefer wash facility, maintenance and repair and roadability facility, longshore restroom, yard operations building, and Pacific Harbor Line office would all be demolished and replaced by new buildings. The terminal would have two new truck gates, one at the northeast corner of the terminal and the other at the south end of the terminal; the

existing gate would be removed. A new 500-space parking lot would be constructed in the northeast corner of the site. The lot would be used by International Longshore and Warehouse Union (ILWU) workers. A pedestrian under- or overpass would connect the parking lot to the operating container terminal. Existing paving throughout the terminal would be rehabilitated or replaced, as necessary.

Phase II of the proposed Project would add 10 acres of backland at Berth 134 for container terminal use by filling in the remaining 10 acres of the Northwest Slip not filled by the Channel Deepening Project. Note that if the 5-acre fill is not permitted through the Channel Deepening Project then the 10-acre fill would not be built in Phase II and the proposed Project would resemble the Reduced Fill Alternative.

The terminal would be served by existing utilities (water, sewer, electrical, storm drain, lighting) except in the case of the 15 acres of created land, on which new utilities would be installed. Existing utilities would have to be relocated to serve the new buildings and terminal configuration, and additional electrical facilities constructed to support AMP.

The new storm drain system on the new land would be sized to accommodate the 10-year storm event and would include the installation of pollution control structures as required by the Los Angeles County Standard Urban Stormwater Mitigation Plan (LADWP 2002). Such structures may include catch basins and filter-type inserts to trap particulate matter and oil and grease.

Deeper Vessel Berths

The waters adjacent to Berths 144-147 would be deepened by dredging to match the planned –53-foot (MLLW) channel depth that is expected to be achieved by the Channel Deepening Project. Approximately 265,000 cubic yards of sediments would be dredged from Berths 144-147 and disposed of as described in Section 1.2.4.4.1.

New and Reconstructed Wharf Facilities

The existing concrete wharves at Berths 136-139 and 145-146 (approximately 2,900 feet of wharf) would be upgraded to meet current seismic standards, and the existing timber wharf at Berth 147 would be replaced by a new, 705-foot concrete wharf (78,135 square feet). In Phase II, a new 400-foot (44,332 square feet) extension of the Berth 136 – 138 wharf into Berth 134, along the south edge of the 10-acre landfill in the Northwest Slip (see Section 1.2.4.4.2) would be constructed. The wharf upgrades would involve dredging approximately 30,000 cubic yards of sediments from the West Basin (in addition to the 265,000 cy above). All berths would be equipped with shore power capability to allow the use of Alternative Maritime Power for vessels calling the terminal (see Section 1.6.2.3 of the Draft EIS/EIR).

In addition to the new wharves, the proposed Project would include new wharfside gantry cranes. There were 13 cranes at the terminal in 2003. Two of the 100-gauge cranes along Berths 136-139 have been removed; these will be replaced by one new 100-gauge crane as part of the Project. In addition, two 100-gauge cranes and two 50-gauge cranes at Berths 144-147 would be replaced by four new 100-gauge cranes. This would result in a total of 12 cranes at the container terminal (one less than present in the baseline year of 2003), all of which would be electric powered.

As part of the China Shipping Settlement, the Port of Los Angeles has investigated the use of low-profile cranes for container terminals to reduce the overall height of container cranes, thereby reducing some potential aesthetic effects of the taller standard A-frame cranes. Low-profile cranes

utilize a boom that moves horizontally, rather than up or down, to access different areas of the container ships. Because of this, they have a lower profile (total height of approximately 175 feet) than A-frame cranes at rest (approximately 280 feet). The Port's investigation found low-profile cranes to be infeasible under CEQA Guidelines Section 15126.4(a) due to economic and productivity considerations. Low-profile cranes are somewhat shorter than the standard A-frame cranes but are more bulky at the base. They were not found to reduce overall aesthetic impacts and they were found to cost significantly more than standard A-frame cranes. Because of this expense combined with the relatively small reductions in visual impacts, low-profile cranes are not considered to be feasible mitigation measures. Additionally, low-profile cranes are associated with safety issues because they are much heavier than standard A-frame cranes.

Mobile cranes, such as those manufactured by Leberer, are mounted on mobile, rubber-tired units that can be moved along the wharf. The crane itself is a single arm that is operated from the base of the unit and is kept vertical through counterbalancing and hydraulic feet. From a visual perspective, the crane takes up a very narrow aerial space and could be lowered when not in use. The cranes are typically used in terminals that handle a diversified cargo or in situations where A-frame cranes are not available. The cranes are not considered feasible for use at Port container terminals because they are much less efficient, in terms of number of containers moved per hour, as A-frame cranes for this specialized use. To achieve economically acceptable rates of container transfer, several mobile cranes would need to operate in place of one A-frame crane in a coordinated fashion such that there would be no physical contact between crane arms when transferring containers to and from the ship. Even in these situations, it is unlikely that these cranes could achieve the handling rates of A-frame cranes, which are specifically designed for container operations. There are no major container terminals in the world that rely on mobile cranes as the primary means for loading and unloading containers from newer-generation container ships.

New and Relocated Rail Facilities

On-Dock Rail Yard. The proposed Project includes an on-dock rail yard to be constructed where the Pier A rail yard is presently located (along the eastern edge of the existing terminal). The rail yard would require approximately 10 acres of land and would consist of a container staging area and six working tracks totaling approximately 16,200 feet. The rail yard would connect via lead tracks to the Alameda Corridor. The facility could load and unload two trains per day.

Relocated Pier A Rail Yard. The Pacific Harbor Line's (PHL) Pier A rail yard would be relocated to a 70-acre area northeast of the existing terminal, between the Consolidated Slip and Alameda Street, that is currently being used as a rail transfer facility. PHL would continue its operations out of the relocated rail yard. The new rail yard would include 46 tracks totaling 125,630 feet of track, a locomotive service facility; a small yard office (8,000 square feet) with change areas, toilets, and showers; a track and material storage area; and 30 parking spaces for employees. The locomotive service facility would include a 5,000-square-foot diesel service shed and inspection pits, a sanding building with storage and compressed air, and a 1,000-square-foot maintenance shed.

Harry Bridges Boulevard and Buffer Area

Harry Bridges Boulevard would be widened and a 30-acre buffer area would be constructed between Harry Bridges Boulevard and "C" Street, from Figueroa Street to Lagoon Avenue, on vacant, Port-owned property. The north-south streets within this area and their intersections with Harry Bridges Boulevard would be removed, with the exception of King Avenue, which would remain open. The existing State Fish Company and Harpur's Marine buildings would remain, the former being within

the perimeter of the proposed buffer area and the latter at its east edge. The State Fish driveway/loading area would be at least partially screened from public use areas with plantings. The southern edge of the area, adjacent to the reconstructed boulevard, would include enough space for a future extension of the Red Car Line, so that if the (separate) development is ultimately approved a right of way would be available. Space would also be available for a contemplated extension of the California Trail, although the trail itself is not a component of the proposed Harry Bridges Buffer Area.

The topography would consist of a low berm (to a maximum of 16 feet) along the southern edge of the proposed Project and gentle grades; landscaping would include grass, trees (approximately 500 are proposed), and other plant material, as well as paths, benches, hardscaping, water features, pedestrian bridges, restrooms, a playground, and incidental architectural structures. The open space would serve public gatherings, community events, informal play, sitting, and promenading. Along the north side of the east end of the area there would be open fields for informal recreation, pick-up games, and family events. There will be no areas in the buffer that will be dedicated to the exclusive use of organized sports teams. All open areas in the Harry Bridges Buffer Area will be available to any user, consistent with the trust grants and the public trust doctrine.

Operation

The completed Berths 136-147 Terminal could handle a maximum of approximately 2,389,000 TEUs (1,277,540 containers) per year. That maximum capacity is expected to be reached by 2025.

Marine Terminal Operations. The operation of container vessels, their loading and unloading, and the handling of containers in the terminal are described in Section 1.1.2 of the Draft EIS/EIR. A total of four vessels could be berthed at the terminal at any one time, but the more usual case would be two vessels at berth. At maximum capacity, the terminal would experience approximately 334 vessel calls per year by 2025.

A proportion of the vessels calling at the Berths 136-147 Terminal would use Alternative Maritime Power (AMP) while at berth; that requirement would be phased in over time as described in Section 3.2.4.4 of the Draft EIS/EIR. AMP allows vessels to turn off their diesel auxiliary generators and support hoteling needs with shoreside electrical power. Vessels not capable of using AMP would be required to use low-sulfur fuel (0.2 percent or less) in their generators and boilers while in the port area, and all vessels would be required to use low-sulfur fuel in their main engines within 40 nautical miles of Point Fermin; those requirements would likewise be phased in over time

Truck Operations. By 2025, when the throughput is expected to reach the terminal's maximum capacity, the Berths 136-147 Terminal would generate approximately 6,377 daily truck trips (Table 1-2). Those trips would include local cargo (principally Southern California but including Northern California, Arizona, Nevada, and Utah), national cargo hauled entirely by truck, and intermodal cargo bound for or coming from farther east.

The intermodal component would consist of containers that could not be accommodated by the terminal's on-dock rail yard. Trucks would haul those containers on public highways to and from off-site rail yards, including the Union Pacific's Carson ICTF, the Burlington Northern Santa Fe's Hobart Yard in Vernon, and the Union Pacific's East Los Angeles Yard.

Non-intermodal cargo, both local and national, would be hauled to and from the terminal gates by trucks. As rail use increases over time, the proportion of cargo hauled by truck would decrease, but

terminal planners estimate that in 2025 and thereafter, approximately 70 percent of the terminal's cargo (approximately 4,500 truck trips per day) would move by truck at least as far as an off-site rail yard.

Rail Operations. The new on-dock rail yard at the Berths 136-147 Terminal would handle cargo only from that terminal. According to the Port Rail Master Plan, the rail yard could handle approximately 700,000 TEUs (374,331 containers) annually, or approximately 30 percent of the terminal's projected 2025 throughput of 2.4 million TEUs per year.

Containers would be hauled by yard tractors between the vessel berths and the new rail yard. At the rail yard they would be lifted onto and off of railcars by mobile cranes or RTGs. The rail yard would be operated 24 hours per day, 350 days per year, and could handle two double-stack unit trains each day. Although each train could carry a maximum of 300 containers each way, they usually carry fewer than that due to weight considerations. A more realistic estimate is that each inbound train trip (into the Port) transports an average of 90 containers (167 TEUs) plus empty railcars, while each outbound train trip (to inland locations) transports an average of 240 containers (444 TEUs), for an average of 330 containers (617 TEUs) per round trip (Yang Ming/ MTC Terminal 2003). A loaded double-stack train is typically pulled by three or four line-haul locomotives; although, if PHL operates the train it would be hauled by two or three smaller locomotives.

Table 1-. Project Throughput Comparison

	<i>CEQA Baseline</i>	<i>No Federal Action/ NEPA Baseline</i>		<i>Proposed Project</i>	
	2003	YEAR 2015	YEAR 2038*	YEAR 2015	YEAR 2038*
Terminal Acreage	176	233	233	233	243
TEUs per Acre	5,068	6,400	7,283	7500	9,831
Total annual TEUs	891,976	1,491,200	1,697,000	1,747,500	2,389,000
Annual Ship Calls	246	283	250	309	334
Daily Truck Trips	3,281	3,538	3,288	4,403	5,152
Annual Truck Trips**	1,197,589	1,291,247	1,200,205	1,607,093	1,880,401
Percent TEUs by Truck‡	50%	62.1%	51.4%	62.1%	63.4%
Annual Rail Trips†	731	925	1,351	1,085	1,434
Percent TEUs by On-dock Rail§	0%	37.1%	41.3%	31.6%	29.3%

Note: * Maximized at Year 2025
 ** Round trips. This includes truck trips carrying no containers, and therefore 0 TEUs.
 ‡ Calculation derived by subtracting the percentage of total annual TEUs transported by on- and near-dock rail trips from 100%. Assumes that all TEUs not transported by rail are transported by truck.
 † Includes both on- and near-dock rail. CEQA Baseline figure is 100% near-dock as terminal has no on-dock facilities. Calculation extrapolated from annual TEU figures specified by Rail Master Plan. Assumes 330 containers per round trip and 1.85 TEUs per container.
 § Excludes near-dock rail. Annual TEU capacity of on-dock rail provided by Rail Master Plan.

Relationship to Existing Plans

A primary objective of the planning process for the Project is to ensure that the criteria and guidelines of relevant and officially adopted plans and policies are defined and met. The following discussion addresses the relationship of the Project with these officially adopted plans.

Table. Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

<i>Applicable Statutes, Plans, Policies, and Other Regulatory Requirements</i>	<i>Description</i>
California Tidelands Trust Act, 1911	<p>Submerged lands and tidelands within the Port of Los Angeles, which are under the Common Law Public Trust, were legislatively granted to the City of Los Angeles pursuant to Chapter 656, Statutes of 1911 as amended. Those properties are held in trust by the City and administered by the City’s Harbor Department to promote and develop commerce, navigation and fisheries, and other uses of statewide interest and benefit, including but not limited to, commercial, industrial, and transportation uses, public buildings and public recreational facilities, wildlife habitat, and open space. The LAHD would fund the proposed Project with trust revenues. All property and improvements included in the proposed Project would be dedicated to maritime-related uses and would, therefore, be consistent with the Trust. Although under the Tidelands Trust Act, the Port can have non-shipping uses, the Port has given container operations priority for the Berths 136-147 area.</p>
California Coastal Act of 1976	<p>The Coastal Act (PRC Div. 20 Section 30700 et seq.) identifies the Port of Los Angeles and its facilities as a “primary economic and coastal resources of the state, and an essential element of the national maritime industry (PRC Section 30701). The Port is responsible for modernizing and construction necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water dependent and related facilities in order to preclude the necessity for developing new ports elsewhere in the state (Sections 30007.5 and 30701 (b)). The Act also establishes that the highest priority for any water or land area use within the jurisdiction of the Port of Los Angeles shall be for developments which are completely dependent on such harbor water areas and/or harbor land areas for their operations (Sections 30001.5 (d), 30255 and 31260). The Coastal Act further provides that the Port should “Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.” (Section 30708 (c)).</p> <p>Under the California Coastal Act, water areas may be diked, filled, or dredged when consistent with a certified port master plan only for specific purposes, including: (1) Construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities that are required for the safety and the accommodation of commerce and vessels to be served by port facilities; and (2) New or expanded facilities or waterfront land for port-related facilities.</p> <p>In accordance with provisions of the Coastal Act, the Port has a certified Master Plan which provides the Port with Coastal Development Permit authority for actions/developments consistent with that Master Plan. Items inconsistent such as new fills in water would require a Master Plan Amendment through the Coastal Commission. The proposed Project is consistent with the Plan’s provisions, but implementation of the proposed Project will require an amendment of the Port of Los Angeles Master Plan (see below) because the 10-acre fill is not described in the current version of the Plan.</p>

Table 2-5. Applicable Statutes, Plans, Policies, and Other Regulatory Requirements (continued)

<i>Applicable Statutes, Plans, Policies, and Other Regulatory Requirements</i>	<i>Description</i>
Coastal Zone Management Act	Section 307 of the Coastal Zone Management Act (CZMA) requires that all federal agencies with activities directly affecting the coastal zone, or with development projects within that zone, comply with the state coastal acts (in this case, the California Coastal Act of 1976) to ensure that those activities or projects are consistent, to the maximum extent practicable. The California Coastal Commission will use this EIS/EIR when considering whether to find the proposed Project consistent with the Coastal Act, and the USACE will use that approval as a demonstration that the proposed Project is in compliance with the CZMA.
Port of Los Angeles Master Plan with Amendments (2002)	The Port of Los Angeles Master Plan (PMP: LAHD 1980) provides for the development, expansion, and alteration of the Port (both short-term and long-term) for commerce, navigation, fisheries, Port-dependent activities, and general public recreation. Those objectives are consistent with the provisions of the California Coastal Act (1976), the Charter of the City of Los Angeles, and applicable federal, state, and municipal laws and regulations. The proposed Project's proposed uses are consistent with the Plan but the 10-acre fill would necessitate an amendment of the Port of Los Angeles Master Plan.
California Coastal Plan	Under provisions of the California Coastal Act, the Port of Los Angeles Master Plan is incorporated into the Local Coastal Program of the City of Los Angeles. The LAHD has coastal development permit authority for activities in the Main Channel. Therefore, if the proposed Project would be consistent with the Port of Los Angeles Master Plan, the proposed Project would also be considered consistent with the Local Coastal Program. The LAHD does not currently have coastal development permit authority for the following proposed Project element: filling-in a 10-acre waterway for container terminal purposes. Authority would be granted if the Port of Los Angeles Master Plan were amended to include the Project element.
San Pedro Bay Clean Air Action Plan	The Port, in conjunction with the Port of Long Beach and with guidance from AQMD, CARB and USEPA, has developed the San Pedro Bay Clean Air Action Plan (CAAP), which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006. The CAAP focuses on reducing diesel particulate matter (DPM), NO _x , and SO _x , with two main goals: (1) to reduce Port-related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The Plan includes near-term measures implemented largely through the CEQA/NEPA process and new leases at both ports. The proposed Project includes air quality control measures outlined in the CAAP, both as mitigation that will be imposed via permits and lease provisions and as standard measures that will be implemented through the lease, agreements with other agencies and business entities, and Port contracting policies.
Port of Los Angeles Real Estate Leasing Policy	The purpose of this Policy is to provide a framework governing leasing and rental decisions as they relate to tenant retention, selecting new tenants, development of new agreements and, as appropriate, modifications to existing agreements by amendments. In particular, Directive 2 of the leasing policy identifies the environmental requirements for consideration and inclusion as applicable in all new and amended leases. The proposed Project would be consistent with the Leasing Policy for air quality in that it would incorporate CAAP provisions that would be implemented through the lease with the terminal operator.

Port of Los Angeles Strategic Plan	The Port of Los Angeles Strategic Plan (LAHD 2007) identifies the Port’s mission and provides eleven strategic objectives for the next five years. The mission includes promotion of “grow green” philosophy combined with fiduciary responsibility and promotion of global trade. The eleven strategic objectives include, minimization of land use conflicts, maximizing the efficiency and the capacity of current and future facilities, addressing needed infrastructure requirements, maintaining financial self-sufficiency, raising environment standards and enhancing public health, promoting emerging and environmentally-friendly cargo movement technology and energy sources, provide for safe and efficient operations and homeland security, strengthen local community relations and developing more and higher quality jobs. The proposed Project is consistent with the Strategic Plan because it would help to maximize the efficiency and capacity of a Port terminal and would raise environmental standards through the incorporation of Port environmental policies into a new lease.
Risk Management Plan	The Risk Management Plan, an amendment to the Port of Los Angeles Master Plan, was adopted in 1983, per requirements of the California Coastal Commission. The purpose of the Risk Management Plan is to provide siting criteria relative to vulnerable resources and the handling and storage of potentially hazardous cargo such as crude oil, petroleum products, and chemicals. The Risk Management Plan provides guidance for future development of the Port to minimize or eliminate the hazards to vulnerable resources from accidental releases (LAHD 1983). The proposed Project design is consistent with the Risk Management Plan.
City of Los Angeles General Plan — Port of Los Angeles Plan	The Port of Los Angeles Plan is part of the General Plan for the City of Los Angeles (City of Los Angeles 1982a). This plan provides a 20-year official guide to the continued development and operation of the Port. It is designed to be consistent with the Port of Los Angeles Master Plan discussed above. Because the proposed Project would be consistent with the Port of Los Angeles Master Plan it would also be consistent with the goals of the General Plan.
City of Los Angeles— Wilmington Harbor City District Plan	The Wilmington Harbor City District Plan is part of the General Plan of the City of Los Angeles (City of Los Angeles 1990). The proposed Project is located in an area south of, and adjacent to, the Wilmington Harbor City District. Although the District Plan does not include the proposed Project area, the plan recommends integrating future development of the Port with the Wilmington Community, including changes to transportation and circulation systems, and Port land acquisitions. The plan also recommends interagency coordination in the planning and implementation of Port projects to facilitate efficiency in Port operations, and to serve the interests of the adjacent communities. The proposed Project would be consistent with these recommendations as the Port has been involved in interagency coordination in the planning of this proposed Project and also has served the interests of adjacent communities through project scoping.
City of Los Angeles— San Pedro Community Plan	The San Pedro Community Plan (City of Los Angeles 1982b) serves as a basis for future development of the community. It is also the land use plan portion of the City’s Local Coastal Program for San Pedro. The Port of Los Angeles, although it is contiguous to San Pedro, is not part of the San Pedro Community Plan area. However, the San Pedro Community Plan does make recommendations regarding the Port, particularly for areas adjacent to commercial and residential areas of San Pedro. Although the proposed Project site is not contiguous with San Pedro the proposed Project would be consistent with these recommendations as the Port has taken into consideration the residential and commercial communities of San Pedro during project development through the scoping process.

<p>City of Los Angeles General Plan— Air Quality Element</p>	<p>The City of Los Angeles General Plan has an Air Quality Element (City of Los Angeles 1992) that contains general goals, objectives, and policies related to improving air quality in the region. Policy 5.1.1 relates directly to the Port and requires improvements in harbor operations and facilities to reduce emissions. The LAHD is actively planning for and implementing such improvements. The proposed Project is consistent with the Air Quality Element in that it incorporates CAAP measures to reduce air quality impacts.</p>
<p>Water Quality Control Plan—Los Angeles River Basin</p>	<p>The Water Quality Control Plan for the Los Angeles River Basin (Region 4) was adopted by the Regional Water Quality Control Board, Los Angeles Region (RWQCB) in 1978 and updated in 1994 (RWQCB 1994a, 1994b). The Basin Plan designates beneficial uses of the basin’s water resources. The Basin Plan describes water quality objectives, implementation plans, and surveillance programs to protect or restore designated beneficial uses. The proposed Project would be operated in conformance with objectives of the Water Quality Control Plan because it would be required by the lease to comply with the General Industrial permit for storm water.</p>
<p>Water Quality Control Policy—Enclosed Bays and Estuaries of California</p>	<p>In 1974, the State Water Resources Control Board (SWRCB) adopted a water quality control policy that provides principles and guidelines to prevent degradation and to protect the beneficial uses of waters of enclosed bays and estuaries (SWRCB 1974). Los Angeles Harbor is considered to be an enclosed bay under this policy. Activities, such as the discharge of effluent, thermal wastes, radiological waste, dredge materials, and other materials that adversely affect beneficial uses of the bay and estuarine waters are addressed. Waste discharge requirements developed by the RWQCB, among other requirements, must be consistent with this policy. The proposed Project would be constructed and operated in conformance with objectives of the Water Quality Control Policy through controls on construction activities (dredging and fill, wharf construction) and on operations (storm water and other discharges).</p>
<p>Air Quality Management Plan</p>	<p>The federal Clean Air Act (CAA) and its subsequent amendments establish the National Ambient Air Quality Standards (NAAQS) and delegate the enforcement of these standards to the states. In areas that exceed the NAAQS, the CAA requires states to prepare a State Implementation Plan (SIP) that details how the NAAQS will be met within mandated time frames. The CAA identifies emission reduction goals and compliance dates based on the severity of the ambient air quality standard violation within an area. The California Clean Air Act (CCAA) outlines a program to attain the more stringent California Ambient Air Quality Standards (CAAQS) for O₃, NO₂, SO₂, and CO by the earliest practical date. The Lewis Air Quality Act of 1976 established the South Coast Air Quality Management District (SCAQMD), created SCAQMD’s jurisdiction over the four-county South Coast Air Basin (SCAB), and mandated a planning process requiring preparation of an Air Quality Management Plan (AQMP). The 2003 AQMP (SCAG 2003) proposes emission reduction strategies that will enable the SCAB to achieve the national and most state ambient air quality standards within the mandated time frames. The proposed Project would be consistent with this plan as discussions with the Southern California Association of Governments (SCAG) determined that construction and operation of the proposed Project are consistent with SCAG regional employment and population growth forecasts, which were used in the development of the 2003 AQMP.</p>
<p>California Air Resources Board – Emission Reduction Plan for Ports and Goods Movements in California</p>	<p>California Air Resources Board (CARB) approved the Emission Reduction Plan for Ports and Goods Movement (CARB 2006e) on April 20, 2006. All of the proposed mitigations in this EIR were developed as part of the Port’s Clean Air Action Plan (POLA and POLB 2006; see Section 1.6). Thus, the Port’s air quality plan complies with CARB’s goals and meets and/or exceeds all reduction strategies</p>

AB 32	On September 27, 2006, Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act. The Act caps California's greenhouse gas emissions at 1990 levels by 2020. This legislation represents the first enforceable state-wide program in the U.S. to cap all GHG emissions from major industries that includes penalties for non-compliance. It requires the State Air Resources Board to establish a program for statewide greenhouse gas emissions reporting and to monitor and enforce compliance with this program. The proposed Project's consistency with AB 32 cannot be accurately evaluated until the Air Resources Board establishes its program.
Southern California Association of Governments Regional Plans	Southern California Association of Governments (SCAG) is responsible for developing regional plans for transportation management, growth, and land use, as well as developing the growth factors used in forecasting air emissions within the South Coast Air Basin. SCAG has developed a Growth Management Plan (GMP), a Regional Housing Needs Assessment, a Regional Mobility Plan (RMP), and in cooperation with the SCAQMD, the AQMPs. The proposed Project would not generate population migration into the area or create a demand for new housing units, and thus would be consistent with these plans.
Congestion Management Plan	The Congestion Management Program (CMP) is a state-mandated program intended as the analytical basis for transportation decisions made through the State Transportation Improvement Program process (LACMTA 1993). The CMP was developed to: (1) link land use, transportation, and air quality decisions; (2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and (3) propose transportation projects that are eligible to compete for state gas tax funds. The CMP includes a Land Use Analysis Program, which requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system. For development projects, an EIR is required based on local determination and must incorporate a Transportation Impact Analysis into the EIR. This EIR does include a transportation impact analysis and thus is consistent with the CMP.

Monitoring and Reporting Procedures

Mitigation measures will be implemented in accordance with the LAHD Environmental Management Division's (LAHD/EMD) Environmental Compliance Plan program. Prior to release of bid specifications, construction plans shall be provided to LAHD/EMD for review and approval. Operational mitigation measures will be 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. All construction contractors shall submit an Environmental Compliance Plan for Construction Management and EMD approval prior to beginning construction activities. This plan shall document how the contractor intends to comply with all measures applicable to the contract including application of Best Management Practices (BMPs). All mitigation measures and leasing policy requirements will be included in leases and lease amendments. The LAHD also 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, note any problems that may result, and take appropriate action to rectify problems.

Mitigation Monitoring and Reporting Program Implementation

Pursuant to AB 3180, this MMRP was prepared and is accompanied by the associated report forms utilized to verify compliance with individual mitigation measures. This MMRP identifies each mitigation measure by discipline, the entity (organization) responsible for its implementation, the report/permit/certification required for each measure, and an accompanying LAHD MMRP form used to certify completion. 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

Table 2-1. Mitigation Monitoring and Reporting Program Summary for the Berth 136-147 Container Terminal Project

Mitigation Measure	Timing and Methods	Responsible Parties
Air Quality and Meteorology: Construction		
<p>MMAQ-1: Harbor Craft for Crane and Sheet-pile Deliveries and Construction. All cargo ships used for terminal crane and sheet pile deliveries shall comply with the expanded VSRP of 12 knots from 40 nm from Point Fermin to the Precautionary Area. Cargo ships used for sheet pile deliveries in Phase II construction (post 2015) shall use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin This measure shall also require all harbor craft used during the construction phase of the project to, at a minimum, be re-powered to meet the cleanest existing marine engine emission standards or U.S. EPA Tier 2. Additionally, where available, harbor craft shall meet the proposed U.S. EPA Tier 3 (which are proposed to be phased-in beginning 2009) or cleaner marine engine emission standards. In addition, all dredging equipment shall be electric.</p> <p>The above harbor craft measures shall be met, unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:</p> <ol style="list-style-type: none"> 1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. 2. 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. 3. 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 	<p>Timing: During crane and sheet pile delivery and during wharf construction</p> <p>Methods: This measure shall be incorporated into contract specifications for crane delivery, sheet pile delivery and during wharf construction. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity.</p>	<p>Implementation: TraPac (for cranes); LAHD through Construction Contractor for wharf work.</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division, and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>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.</p>		
<p>MM AQ-2: Fleet Modernization for On-Road Trucks. All on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 33,000 pounds or greater used on-site or to transport materials to and from the site shall comply with EPA 2007 on-road PM emission standards and be the cleanest available NOx for Phase I. In addition, for Phase II construction (post January 2015), all on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 33,000 pounds or greater used on-site or to transport materials to and from the site shall comply with year 2010 emission standards where available. Trucks hauling materials such as debris or fill shall be fully covered while operation off Port property.</p> <p>The above on-road truck 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> <ol style="list-style-type: none"> 1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. 2. 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. 3. 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 	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL’s relocation and the Harry Bridges Buffer Area.</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>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.</p>		
<p>MM AQ-3: Fleet Modernization for Construction Equipment. All off-road diesel-powered construction equipment greater than 50 hp, except derrick barges and marine vessels, shall meet the cleanest off-road diesel emission levels available but no greater than Tier 2 emission standards for projects starting construction prior to December 2011. Tier 3 emission standards shall be applied to projects starting construction between December 2011 and January 2015. The contractor could meet Tier 3 equivalent PM10 emission limits through the use of new or repowered engines designed to meet Tier 2 PM standards and/or the use of ARB approved diesel particulate traps. For Phase II construction (post 2014), equipment shall meet the Tier 4 emission standards where available. In addition, construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards.</p> <p>The above 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> <ol style="list-style-type: none"> 1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. 2. 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. 	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL’s relocation and the Harry Bridges Buffer Area.</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division Construction Management</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>3. 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.</p>		

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM AQ-4: Best Management Practices (BMPs) LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction if it is determined that the proposed construction equipment exceed any SCAQMD significance threshold. The following types of measures would be required on construction equipment: (a) use of diesel oxidation catalysts and catalyzed diesel particulate traps; (b) maintain equipment according to manufacturers' specifications; (c) restrict idling of construction equipment to a maximum of 5-minutes when not in use; and (d) install high-pressure fuel injectors on construction equipment vehicles. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list.</p>	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL's relocation and the Harry Bridges Buffer Area.</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan identifying all feasible BMPs, for review and approval by LAHD prior to beginning of any construction activity. LAHD will confer with the SCAQMD, construction contractors, engine manufactures and/or air quality experts to review and approved the Compliance Plan. LAHD shall include a listing of additional BMPs in the specification if warranted. The contractor shall adhere to these specifications and the Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division Construction Management</p>
<p>MM AQ-5: Additional Fugitive Dust Controls. The construction contractor shall reduce fugitive dust emissions by 90 percent from uncontrolled levels. The Project construction contractor shall specify dust-control methods that will achieve this control level in a SCAQMD Rule 403 dust control plan. Their duties shall include holiday and weekend periods when work may not be in progress.</p> <p>Measures to reduce fugitive dust include, but are not limited to, the following:</p> <ul style="list-style-type: none"> Active grading sites shall be watered one additional time per day beyond that required by Rule 403. 	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL's relocation and the Harry Bridges Buffer Area</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. LAHD will confer with the SCAQMD, construction</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division Construction Management</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<ul style="list-style-type: none"> • Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas. • Construction contractors shall provide temporary wind fencing around sites being graded or cleared. • Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. • 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. <p>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.</p>	<p>contractors, engine manufactures and/or air quality experts to review and approved the Compliance Plan. LAHD shall include a listing of additional dust control measures in the specifications if warranted. The contractor shall adhere to these specifications and the Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	
<p>MM AQ-18A: General. Any of the above mitigation measures (MM AQ-1 through AQ-5) can be replaced by a new and/or alternative technology, provided the technology (1) is CARB-certified, (2) is equal to or exceeds emissions savings as analyzed in this EIS/EIR and, (3) is approved by the Port of Los Angeles.</p>	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL’s relocation and the Harry Bridges Buffer Area.</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity, which shall include any additional and/or alternative mitigation measures. LAHD will confer with the SCAQMD, construction contractors, engine manufactures and/or air quality experts to review and approved the Compliance Plan and/or</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division Construction Management</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
	<p>alternative mitigation measures. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	
<p>MM AQ-19: LEED. The main terminal building shall obtain the Leadership in Energy and Environmental Design (LEED) gold certification level. LEED certification is made at one of the following four levels, in ascending order of environmental sustainability: certified, silver, gold, and platinum. The certification level is determined on a point-scoring basis, where various points are given for design features that address the following areas (U.S. Green Building Council, 2005):</p> <ul style="list-style-type: none"> • Sustainable Sites • Water Efficiency • Energy & Atmosphere • Materials & Resources • Indoor Environmental Quality • Innovation & Design Process <p>As a result, a LEED-certified building will be more energy efficient, thereby reducing GHG emissions compared to a conventional building design.</p>	<p>Timing: During design and Construction of the main terminal building.</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. LAHD will confer with the SCAQMD, LEED experts, and/or air quality experts to review and approved the Compliance Plan. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division Construction Management</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM AQ-22: Solar Panels. The Port shall install solar panels on the main terminal building. Solar panels would provide the terminal building with a clean source of electricity to replace some of its fossil fuel-generated electricity use. In addition, the Port shall install stanchions equipped with solar power cells throughout the parking lot and backlands to further capture solar power.</p>	<p>Timing: During Construction of the main terminal building and backlands.</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. LAHD will confer with the SCAQMD, solar experts, and/or air quality experts to review and approved the Compliance Plan. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division Construction Management</p>
<p>MMAQ-25: Special Precautions Near Sensitive Sites. All construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals), shall notify each of these sites in writing at least 30 days before construction activities begin.</p>	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL’s relocation and the Harry Bridges Buffer Area.</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. LAHD will confer with the SCAQMD, and/or air quality experts to review and approved the Compliance Plan. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
Air Quality and Meteorology: Operation		
<p>MM AQ-6: AMP. Ships calling at Berth 136-147 shall use AMP while hotelling at the Port in the following at minimum percentages: (a) 2009: 25% of ship calls; (b) 2010: 50% of ship calls; (c) 2012: 60% of ship calls; (d) 2015: 80% of ship calls; and (e) 2018: 100% of ship calls. Additionally, by 2010, all ships retrofitted for AMP shall be required to use AMP while hotelling at 100 percent compliance rate, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Vessel calls shall be monitored by the Wharfingers Office and the Environmental management Division. 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Wharfingers, Environmental Management and Real Estate Divisions</p>
<p>MM AQ-7: Yard Tractors. All yard tractors operated at the Berths 136-147 Terminal, including the on-dock rail facility, shall implement the following measures:</p> <ul style="list-style-type: none"> • Beginning in 2008, all new yard tractors shall be either (1) the cleanest available NOx alternative-fueled engine meeting 0.015 Gm/HP-Hr for PM or (2) the cleanest available NOx diesel-fueled engine meeting 0.015 Gm/HP-Hr for PM. If there are no engines available that meet 0.015 Gm/HP-Hr for PM, the new engines shall be the cleanest available (either fuel type) and will have the cleanest Verified Diesel Emissions Controls (VDEC). • By the end of 2010, all yard tractors would meet at a minimum the USEPA Tier 4 non-road emission standards. 	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Biannual reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>
<p>MM AQ-8: Yard Equipment. All diesel-powered terminal equipment other than yard tractors at the Berths 136-147 Terminal, including the on-dock rail facility, shall implement the following measures.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Biannual tenant compliance reports shall be supplied to the Environmental Management</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<ul style="list-style-type: none"> Beginning in 2008, all non-yard tractor purchases shall be either (1) the cleanest available NOx alternative-fueled engine meeting 0.015 Gm/Hp-Hr for PM or (2) the cleanest available NOx diesel-fueled engine meeting 0.015 Gm/Hp-Hr for PM. If there are no engines available that meet 0.015 Gm/Hp-Hr for PM, the new engines shall be the cleanest available (either fuel type) and will have the cleanest VDEC. By the end of 2012, all non-yard tractor terminal equipment less than 750 Hp shall meet the USEPA Tier 4 non-road engine standards. By the end of 2014, all terminal equipment shall meet USEPA Tier 4 non-road engine standards 	<p>Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Divisions</p>
<p>MM AQ-9: Trucks. Heavy-duty diesel trucks entering the Berths 136-147 Terminal shall achieve the EPA 2007 Heavy-Duty Highway Rule emission standards for on-road heavy-duty diesel engines (USEPA 2001a) in the following percentages: 30% in 2008, 50% in 2009, 70% in 2010, and 100% in 2012 and thereafter.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: Tariff #4 establishes the progressive ban of trucks entering Port facilities. This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: LAHD shall establish and maintain the drayage truck registry and issue RFID tags to ensure Clean Truck availability. The tenant/terminal operator/lessee will install RFID readers and restrict truck access to registered trucks.</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM AQ-10: VSRP. All ships calling at Berth 136-147 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: 95% in 2008.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Lessee shall submit biannual compliance report documenting compliance to the Environmental Management Division. Environmental Management Division will independently monitor through monitoring data provided by the Marine Exchange. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: Marine Exchange, LAHD Wharfingers, Environmental Management and Real Estate Divisions</p>
<p>MM AQ-11: Low Sulfur Fuel Ships calling at Berth 136-147 shall use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin (including hoteling for non-AMP ships) at the following annual participation rates: (a) 2009: 20 percent of auxiliary engines, main engines, and boilers; (b) 2010: 30 percent of auxiliary engines, main engines, and boilers; (c) 2012: 50 percent of auxiliary engines, main engines, and boilers; and (d) 2015: 100 percent of auxiliary engines, main engines, and boilers. Additionally, by 2012, all frequent caller ships (three or more calls a month) shall use 0.2% in main and auxiliary engines and boilers within 40nm of the Port.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Lessee shall submit quarterly reporting forms documenting compliance to LAHD. Vessel calls shall be monitored by the Wharfingers Office and the Environmental management Division. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Wharfingers, Environmental Management and Real Estate Divisions</p>
<p>MM AQ-12: Slide Valves Ships calling at Berth 136-147 shall be equipped with slide valves or equivalent on main engines in the following percentages: (a) 15 percent in 2008; (b) 50 percent in 2010; and (c) 95 percent in 2015. By 2012, all frequent caller ships (three or more calls a month) shall comply with this requirement.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM AQ-13: New Vessel Builds. All new vessel builds shall incorporate NO_x, PM and GHG control devices on auxiliary and main engines. These control devices include, but are not limited to the following technologies, where appropriate: (1) selective catalytic reduction (SCR) technology, (2) exhaust gas recirculation, (3) in line fuel emulsification technology, (4) diesel particulate filters (DPFs) or exhaust scrubbers, (5) common rail, (6) Low NO_x burners for boilers, (7) implementation of fuel economy standards by vessel class and engines, and (8) diesel-electric pod-propulsion system. This measure focuses on reducing DPM, NO_x, and SO_x emissions from main engines and auxiliary engines. OGV engine standards have not kept pace with other engine standards such as trucks and terminal equipment. New vessels destined for California service should be built with these technologies. As new orders for ships are placed, the Ports believe it is essential that the following elements be incorporated into future vessel design and construction:</p> <ol style="list-style-type: none"> 1. Work with engine manufacturers to incorporate all emissions reduction technologies/options when ordering main and auxiliary engines, such as slide valves, common rail, and exhaust gas recirculation 2. Design in extra fuel storage tanks and appropriate piping to run both main and auxiliary engines on a separate/cleaner fuel. 3. Incorporate SCR or an equally effective combination of engine controls. If SCR systems are not commercially available at the time of engine construction, design in space and access for main and auxiliary engines to facilitate installation of SCR or other retrofit devices at a future date. <p>In addition, this measure will also incorporate design changes and technology to reduce GHG emissions where available.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Biannual tenant feasibility reports shall be supplied to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM AQ-14: Clean Rail Yard Standards. The new Berth 136-147 on-dock rail yard would incorporate the cleanest locomotive technologies/measures. These include use of diesel-electric hybrids, multiple engine generator sets, alternative fuels, DPFs, SCR, idling shut-off devices, and idling exhaust hoods. The on-dock rail yard would utilize "clean" CHE and HDVs and comply with the CAAP's Technology Advancement Program. Additionally, the Port shall require diesel particulate traps (DPTs) on all PHL switcher locomotives that operate within the Project rail yard beginning in 2015.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. The Port will implement MM AQ-14 with respect to line haul locomotives using the new on-dock rail yard through ongoing negotiations with Class 1 railroads, consistent with the schedule set forth in CAAP measures RL2 and RL3. Enforcement shall include oversight by the Executive Director/Board of Harbor Commissioners by CAAP quarterly compliance monitoring reports.. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: The Port will implement MM AQ-14 with respect to line haul locomotives using the new on-dock rail yard through ongoing negotiations with Class 1 railroads, consistent with the schedule set forth in CAAP measures RL2 and RL3.</p> <p>Monitoring and Reporting: LAHD Environmental Management</p>
<p>MM AQ-15: Reroute Cleaner Ships. The Berths 136-147 Terminal operator shall use ships meeting IMO MARPOL Annex VI NOx emissions limits for Category 3 engines to the greatest extent possible when scheduling ship visits.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting:</p>
<p>MM AQ-16: Truck Idling Reduction Measures. The Berths 136-147 Terminal operator shall ensure that truck idling is reduced at the Terminal. Potential methods to reduce idling include, but are not limited to, the following: (1) operator shall maximize the durations when the main gates are left open, including during off-peak hours, (2) operator shall implement a container tracking and appointment-based truck delivery and pick-up system to minimize truck queuing, and (3) operator shall design gate to exceed truck flow capacity to ensure queuing is minimized.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM AQ-17: The Port shall require the Berths 136-147 tenant 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 Berths 136-147 property. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the tenant shall work with the Port to implement such technology.</p> <p>As partial consideration for the Port's agreement to issue the permit to the tenant, tenant shall implement not less frequently than once every 7 years following the effective date of the permit, new air quality technological advancements, subject to the parties' mutual agreement on operational feasibility and cost sharing which shall not be unreasonably withheld.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Feasibility reports shall take place at the time of the Port's consideration of any lease amendment or facility modification for the Berths 136-147 property or every seven years if no amendment or modification has been considered. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>
<p>MM AQ-18B: For any of the above mitigation measures (MM AQ-6 through AQ-16), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the Port.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. If the tenant proposes replacing any mitigation measure, the tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Wharfingers, Environmental Management and Real Estate Divisions</p>
<p>MM AQ-26: Throughput Tracking. If the project exceeds project throughput assumptions/projections anticipated through the years 2015 and 2025, and 2030, then staff shall evaluate the effects of this on the emission sources (ship calls, locomotive activity, backland equipment, and truck calls) relative to the EIR. If it is determined that these emission sources exceed EIR assumptions, staff would evaluate actual air emissions for comparison with the EIR and if the criteria pollutant emissions</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Throughput shall be monitored by the Wharfingers Office and the Environmental Management Division. Environmental Management Division shall report on throughput in 2015, 2025 and 2030 and numbers shall be made available to the</p>	<p>Implementation: LAHD and Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Wharfingers, Environmental Management and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>exceed those in the EIR, then new/additional mitigations would be applied through MMAQ-17.</p>	<p>Board at a regularly scheduled public Board Meeting. If it is determined that these emission sources exceed EIR assumptions, staff would evaluate actual air emissions for comparison with the EIR and if the criteria pollutant emissions exceed those in the EIR, then new/additional mitigations would be applied through MMAQ-17.</p>	
<p>MM AQ-20: Compact Fluorescent Light Bulbs: All interior terminal building lighting shall use compact fluorescent light bulbs. Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs.</p>	<p>Timing: Throughout all operational years. Methods: This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>
<p>MM AQ-21 Energy Audit: The tenant shall conduct a third party energy audit every five 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>Timing: Throughout all operational years. Methods: This measure shall be incorporated into the lease Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>
<p>MM AQ-23: Recycling. The terminal buildings shall achieve a minimum of 40 percent recycling by 2012 and 60 percent recycling by 2015. Recycled materials shall include:</p> <ul style="list-style-type: none"> • White and colored paper • Post-it notes • Magazines • Newspaper • File folders • All envelopes including those with plastic windows 	<p>Timing: Throughout all operational years. Methods: This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<ul style="list-style-type: none"> • All cardboard boxes and cartons • All metal and aluminum cans • Glass bottles and jars • All plastic bottles 		
<p>MM AQ-24: Tree Planting. The applicant shall plant shade trees around the main terminal building.</p>	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Biannual tenant compliance reports shall be supplied to the Environmental Management Division.. Office and the Environmental management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>
Biology		
<p>MM BIO-1: The Port shall apply 4.75 credits (= 9.5 Inner Harbor acres) available in the Bolsa Chica or Outer Harbor mitigation banks to compensate for loss of fish and wildlife habitat due to construction of fill in the Northwest Slip of the West Basin. Credit accounting and debiting of credits from either the Bolsa Chica or Outer Harbor mitigation banks shall occur prior to issuance of a Section 10/404 Permit by the USACE.</p>	<p>Timing: Prior to Construction.</p> <p>Methods: This measure shall be the responsibility of the Environmental Management Division (EMD) and Engineering Division. EMD shall provide credit evaluation to Engineering Division for inclusion in permit applications to the USACE.</p>	<p>Implementation: LAHD</p> <p>Monitoring and Reporting: LAHD Environmental Management Division and Engineering Division.</p>
Cultural Resources		
<p>MM CR-1. Stop work in area if prehistoric and/or historical archaeological resources are encountered. In the event that evidence of cultural resources should appear during construction, work shall be diverted from that area. Construction operations shall stop within 10 meters (30 feet) of exposure of any unanticipated significant cultural materials of the prehistoric or historic periods until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials would include ground stone</p>	<p>Timing: During Project Construction</p> <p>Methods: To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The Construction Manager/Contractor 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</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; fragments of non-fossil shell; concentrations of bottles and/or ceramics; or structural remains. If human bone is uncovered, the Los Angeles County Coroner and the Native American Heritage Council (NAHC) in Sacramento shall be contacted immediately.</p> <p>If human remains are discovered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ol style="list-style-type: none"> 1. The county coroner has been informed and has determined that no investigation of the cause of death is required; and 2. If the remains are of Native American origin: <ol style="list-style-type: none"> a. The descendants of the deceased Native American have made a recommendation to the land owner or the person responsible for the excavation work regarding the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code, Section 5097.98; or b. The NAHC was unable to identify a descendant or the descendant failed to make a recommendation with 24 hours of being notified by the NAHC. 	<p>associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, EMD, the archeologist and/or the County Coroner.</p>	
<p>MM CR-2: Port shall inform construction contractors of paleontological sensitivity within the proposed Harry Bridges Buffer Area in the northwestern portion of the proposed Project site, and require that equipment operators be directed to temporarily cease work if a potential vertebrate fossil is encountered. If a potential vertebrate fossil is encountered during grading, temporarily suspend activity within 10-meters (30-feet) of the find and redirect elsewhere. POLA shall retain a qualified vertebrate</p>	<p>Timing: During Project Construction</p> <p>Methods: To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt if any materials are</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>paleontologist to evaluate significance of the fossil. If determined to be significant, the paleontologist shall systematically remove and stabilize the specimen. The Port shall fund the duration of the significant vertebrate specimen in a qualified professional research facility.</p>	<p>uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact EMD, the archeologist and/or the County Coroner.</p>	
Geological Resources		
<p>MM GEO-1: Emergency Response Planning. The Terminal operator shall work with Port Engineers and Port Police to develop tsunami response training and procedures to assure that construction and operations personnel will be prepared to act in the event of a large seismic event. Such procedures shall include immediate evacuation requirements in the event that a large seismic event is felt at the proposed Project site, as part of overall emergency response planning for this proposed Project.</p>	<p>Timing: At beginning of Construction and within first year of Operation (with annual updates)</p> <p>Method: Construction: LAHD Engineering Division shall provide procedures for inclusion in bid specifications. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications</p> <p>Method: Operations: General requirements of this measure shall be incorporated into the lease. Lessee/tenant shall prepare an emergency response plan for submittal to the LAHD within first year of operation. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: LAHD through Construction Contractor; Lessee/Tenant for operations.</p> <p>Monitoring and Reporting: Environmental Management Division, Port Operations, Construction Management Division, Real Estate Division.</p>
Groundwater and Soils		
<p>MM GW-1: Site Remediation. Unless otherwise authorized by the lead regulatory agency for any given site, the LAHD shall</p>	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction,</p>	<p>Implementation: LAHD through Construction Contractor; Lease/Tenant should</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>remediate all contaminated soils within proposed Project boundaries prior to or during demolition and grading activities. Remediation shall occur in compliance with local, state, and federal regulations, as described in Section 3.6.3, and as directed by the Los Angeles Fire Department, DTSC, and/or RWQCB. Soil remediation shall be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) in backland areas and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency. Excavated contaminated soil shall not be placed in another location on-site; it must be properly disposed 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. Existing groundwater contamination throughout the proposed Project boundary shall continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB. Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that shall be remediated prior to, or in conjunction with, project demolition, grading, and construction would include, but not be limited to, the proposed Project areas listed in Table 3.6-1 and summarized on the attached Figure 3.6-3. Remediation shall also include suspected or known contamination due to leaks or spills on adjacent properties, such as that described in Section 3.6.2.3 for properties located at 231 Hawaiian Avenue, 221 Wilmington Boulevard, and 214/220 McDonald Avenue.</p>	<p>PHL’s relocation and the Harry Bridges Buffer Area).</p> <p>Method: Soil treatment requirements shall be included in the bid specification. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager. Soil treatment requirements shall be included in any Engineering Permits for work that might be undertaken by the tenant.</p>	<p>tenant undertake soil disturbing construction activities.</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.</p>
<p>MM GW-2: Contamination Contingency Plan. The following contingency plan shall be implemented to address previously unknown contamination during demolition, grading, and construction:</p> <p>a) All trench excavation and filling operations shall be observed for the presence of free petroleum products,</p>	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL’s relocation and the Harry Bridges Buffer Area).</p> <p>Method: Contamination contingency plan shall be included in the bid specification. The contractor(s)</p>	<p>Implementation: LAHD through Construction Contractor; Lease/Tenant should tenant undertake soil disturbing construction activities.</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>chemicals, or contaminated soil. Deeply discolored soil or suspected contaminated soil shall be segregated from light colored 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, Director of Environmental Management, and Risk Management's Industrial Hygienist. The Port shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material(s) identified within the boundaries of the construction area. Continued work at a contaminated site shall require the approval of the Chief Harbor Engineer.</p> <p>b) A photo-ionization 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 will require obtaining and complying 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 remedial options shall be evaluated.</p> <p>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. The Port Project Manager overseeing removal actions shall inform the contractor when the removal action is complete.</p>	<p>shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager. Soil treatment requirements shall be included in any Engineering Permits for work that might be undertaken by the tenant.</p>	<p>Monitoring and Reporting: Environmental Management Division, Construction Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>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.</p> <p>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.</p> <p>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.</p> <p>i) All excavations shall be filled with structurally suitable fill material which is free from contamination.</p>		
Land Use		
<p>MM LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington. The Port shall survey the Wilmington area to identify additional locations where signage may help restrict truck activity from and residential areas on a quarterly basis.</p>	<p>Timing: Upon Project Approval.</p> <p>Methods: This measure shall be implemented and monitored by Engineering.</p>	<p>Implementation: Port Police and Engineering</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM LU-2: Truck Traffic Enforcement. Port police will increase patrols to further enforce the prohibition against truck traffic that might enter residential streets from the designated truck routes adjacent to the Port. The Port Police will prepare a quarterly report on truck traffic enforcement actions.</p>	<p>Timing: Upon Project Approval.</p> <p>Methods: This measure shall be monitored by the Port Police and include further surveying the Wilmington area along the designated truck routes adjacent to the Port to identify additional locations where signage may help restrict truck activity from and residential areas.</p>	<p>Implementation: Port Police</p> <p>Monitoring and Reporting: Environmental Management Division</p>
Noise		
<p>MM NOI-1 : Construction Limitations</p> <p>NOI-1a: 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.</p> <p>NOI-1b: 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>NOI-1c: 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.</p> <p>NOI-1d: Construction Equipment. Properly muffle and maintain all construction equipment powered by internal combustion engines.</p> <p>NOI-1e: Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.</p> <p>NOI-1f: Equipment Location. Locate all stationary noise-generating construction equipment, such as air compressors</p>	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL’s relocation and the Harry Bridges Buffer Area).</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction noise. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and the Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>and portable power generators, as far as practical from existing noise sensitive land uses.</p> <p>NOI-1g: <i>Quiet Equipment Selection.</i> Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.</p> <p>NOI-1h: <i>Notification.</i> Notify residents adjacent to the proposed Project site of the construction schedule in writing.</p> <p>NOI-1i: <i>Reporting.</i> The Port shall clearly post the telephone number where complaints regarding construction related disturbances can be reported and proper steps taken to determine the source of the complaint and a remedy.</p>		
<p>MM NOI-2: A Landscape buffer along the northwest side of the proposed Pier A Yard between the yard and Alameda Street and on the southeast side of the yard between the facility and the marina area, will be incorporated into the project scope. The buffer will include mature trees and shrubs and shall be maintained for the life of the Project. If noise monitoring indicates that there will be exceedence of the City noise ordinance at the marinas in consolidated slip from operation of the relocated Pier A yard, a 6'-8' wall along the southeast side of the yard between the yard and the marinas will be constructed.</p>	<p>Timing: Throughout construction of PHL's relocation to rear Berth 200 B</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction noise. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and the Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>
<p>Transportation and Circulation</p>		

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM TRANS-1: Prior to beginning construction, the construction contractor shall prepare a detailed traffic management plan which shall include the following: detour plans, coordination with emergency services and transit providers, coordination with adjacent property owners and tenants, advanced notification of temporary bus stop loss and/or bus line relocation, identify temporary alternative bus routes, advanced notice of temporary parking loss, identify temporary parking replacement or alternative 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 shall be submitted to LAHD for approval before beginning construction.</p>	<p>Timing: Prior to beginning construction (including Berth 136-147 Terminal construction, PHL’s relocation and the Harry Bridges Buffer Area</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>
<p>MM TRANS-2: Avalon Boulevard and Harry Bridges Boulevard- Provide an additional eastbound through-lane on Harry Bridges Boulevard. This measure shall be implemented by 2038.</p>	<p>Timing: Prior to 2038</p> <p>Methods: This measure shall be monitored by Engineering. Mitigation measures shall be designed by a traffic engineer and this measure shall be incorporated into contract specifications for all construction work. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Transportation Engineers and Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Engineering and Construction Management Division</p>
<p>MM TRANS-3: Alameda Street and Anaheim Street - Provide additional northbound and southbound through-lanes on Alameda Street, and provide a northbound free right-turn lane from northbound Alameda Street to eastbound Anaheim Street This measure shall be implemented by 2015.</p>	<p>Timing: Prior to 2015</p> <p>Methods: This measure shall be monitored by Engineering. Mitigation measures shall be designed by a traffic engineer and this measure shall be incorporated into contract specifications for all construction work. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Transportation Engineers and Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Engineering and Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM TRANS-4: Fries Avenue and Harry Bridges Boulevard – Add dual northbound left-turn lanes from northbound Fries Avenue to westbound Harry Bridges Boulevard, and provide an additional northbound right-turn lane from northbound Fries Avenue to eastbound Harry Bridges Boulevard. This measure shall be implemented by 2038.</p>	<p>Timing: Prior to 2038</p> <p>Methods: This measure shall be monitored by Engineering. Mitigation measures shall be designed by a traffic engineer and this measure shall be incorporated into contract specifications for all construction work. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications.</p>	<p>Implementation: LAHD through Transportation Engineers and Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Engineering and Construction Management Division</p>
<p>MM TRANS-5: Broad Avenue and Harry Bridges Boulevard – Provide an additional eastbound through-lane on Harry Bridges Boulevard. This measure shall be implemented by 2038.</p>	<p>Timing: Prior to 2038</p> <p>Methods: This measure shall be monitored by Engineering. Mitigation measures shall be designed by a traffic engineer and this measure shall be incorporated into contract specifications for all construction work. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications</p>	<p>Implementation: LAHD through Transportation Engineers and Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Engineering and Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>In addition, the related projects discussed in Section 3.10.3.1.5 have been assumed as part of the analysis. If the related projects are not constructed in the timeframe assumed, the following mitigation measures shall also be applied to the proposed Project:</p> <p>MM TRANS-6 Figueroa Street and Harry Bridges Boulevard – Provide dual southbound left-turn lanes from southbound Figueroa Street to eastbound Harry Bridges Boulevard and change southbound left-turn phasing from a permitted phase to protected phase. This measure shall be implemented by 2038.</p> <p>MM TRANS-7: Figueroa Street/C-Street and I-110 Ramps – Signalize this intersection, provide dual northbound left-turn lanes from northbound Figueroa Street to the I-110 northbound on-ramp, and re-stripe the eastbound shared left-through-right lane to an exclusive right turn only lane. This measure shall be implemented by 2015.</p>	<p>Timing: Prior to 2038 for Trans-6 and Prior to 2015 for Trans-7</p> <p>Methods: This measure shall be monitored by Engineering. If these mitigation measures are implemented, these improvements shall be designed by a traffic engineer and shall be incorporated into contract specifications for all construction work. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications</p>	<p>Implementation: LAHD through Transportation Engineers and Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Engineering and Construction Management Division</p>
<p>Utilities and Public Services</p>		
<p>MM PS-1: Demolition and/or excess construction materials shall be separated on-site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided on-site.</p>	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction, PHL’s relocation and the Harry Bridges Buffer Area</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>MM PS-2: Materials with recycled content shall be used in project construction. Chippers on site during construction shall be used to further reduce excess wood for landscaping cover.</p>	<p>Timing: Throughout all construction phases (including Berth 136-147 Terminal construction), PHL’s relocation and the Harry Bridges Buffer Area.</p> <p>Methods: This measure shall be incorporated into contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor shall adhere to these specifications throughout construction phases. Enforcement shall include oversight by the LAHD project manager or designated building inspectors to ensure compliance with contract specifications</p>	<p>Implementation: LAHD through Construction Contractor</p> <p>Monitoring and Reporting: Environmental Management Division, Construction Management Division</p>
<p>MM PS-3: The applicant shall implement a Solid Waste Management Program including the following measures to achieve a 50 percent reduction in waste generation and ensure compliance with the California Solid Waste Management Act (AB 939).</p> <ul style="list-style-type: none"> a. Provision of space and/or bins for storage of recyclable materials within the project site. All garbage and recycle bin storage space shall be enclosed and plans should show equal area availability for both garbage and recycle bins within storage spaces. b. Establish a recyclable material pick-up area for commercial buildings. c. Participate in a curb-side recycling program to serve the new development. d. Develop a plan for accessible collection of materials on a regular basis. e. Develop source reduction measures which indicate method and amount of expected reduction. 	<p>Timing: Throughout all operational years.</p> <p>Methods: This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/Tenant</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<p>f. Implementation of a program to purchase materials that have recycled content for project construction and operation (i.e., lumber, plastic, office supplies).</p> <p>g. Provision of a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County and federal source reduction educational materials. The pamphlet shall be provided to all commercial tenants by the leasing/property management agency.</p> <p>h. Inclusion of lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.</p>		
<p>MM PS-5: The new LEED certified administrative building shall incorporate additional water conservation measures, such as low-flow toilets. Additionally, the terminal operator shall plant drought-resistant planting and restrict watering to the evening hours.</p>	<p>Timing: Throughout administration building construction and all operational years.</p> <p>Methods: This measure shall be incorporated into contract specifications for LEED building design and incorporated into the lease for planting. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: LAHD for LEED Construction; Lessee/Tenant for plants</p> <p>Monitoring and Reporting: LAHD Environmental Management and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
Water Quality		
<p>MM WQ-1: Prepare an Adaptive Management Plan During dredge and fill operations, an integrated multi-parameter monitoring program shall be implemented by the Port’s Environmental Management Division in conjunction with both USACE and RWQCB permit requirements, wherein dredging performance is measured <i>in situ</i>. The objective of the monitoring program is adaptive management of the dredging operation, so that potential exceedances of water quality objectives are measured or predicted and dredging operations subsequently modified. If exceedances are observed, the Port’s Environmental Management Division will immediately meet with the construction manager to discuss modifications of dredging operations to reduce turbidity to acceptable levels. This will include alteration of dredging methods, and/or implementation of additional BMPs such as a silt curtain.</p>	<p>Timing: Prior to Dredge and Fill events.</p> <p>Method: This measure shall be incorporated into the dredge and fill contracts.</p>	<p>Implementation: LAHD Environmental Management and Lessee/tenant</p> <p>Monitoring: LAHD Environmental Management</p>
<p>MM WQ-2: The tenant shall conform to applicable requirements of the Non-Point Source (NPS) Pollution Control Program. The tenant shall design all terminal facilities whose operations could result in the accidental release of toxic or hazardous substances (including sewage and liquid waste facilities, solid and hazardous waste disposal facilities) in accordance with the state Non-Point Source Pollution Control Program administered by the State Water Resources Control Board (SWRCB). As a performance standard, the measures shall be selected and implemented using the Best Available Technology that is economically achievable such that, at a minimum, relevant water quality criteria as outlined by the California Toxics Rule and the Basin Plan are maintained, or in cases where ambient water quality exceeds these criteria, maintained at or below ambient levels. The applicable measures include:</p> <ul style="list-style-type: none"> • Solid Waste Control - Properly dispose of solid wastes to limit entry of these wastes to surface waters. 	<p>Timing: Throughout all operational years.</p> <p>Method: This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation; Lessee/tenant</p> <p>Monitoring: LAHD Environmental Management and Real Estate Divisions</p>

Table 2-1. Continued

Mitigation Measure	Timing and Methods	Responsible Parties
<ul style="list-style-type: none"> • Liquid Material Control - Provide and maintain the appropriate storage, transfer, containment, and disposal facilities for liquid materials. • Control - Reduce the amount of fuel and oil that leaks from container and support vessels. 		
<p>MM WQ-3: The tenant shall develop an approved Source Control Program with the intent of preventing and remediating accidental fuel releases. Prior to their construction, the tenant shall develop an approved Source Control Program (SCP) in accordance with Port guidelines established in the General Marine Oil Terminal Lease Renewal Program. The SCP shall address immediate leak detection, tank inspection, and tank repair.</p> <p>As a condition of their lease, the tenant will be required to submit to the Port an annual compliance/performance audit in conformance with the Port’s standard compliance plan audit procedures. This audit will identify compliance with Regulations and BMPs recommended and implemented to ensure minimizing of spills that might affect water quality, or soil and groundwater.</p>	<p>Timing: Throughout all operational years.</p> <p>Method: This measure shall be incorporated into the lease. Biannual 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 available to the Board at a regularly scheduled public Board Meeting.</p>	<p>Implementation: Lessee/tenant</p> <p>Monitoring: LAHD Environmental Management</p>

