ACTA Pier B EIR Mitigation Monitoring and Reporting Program

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Agency Responsible for Monitoring	Date of Completion
Air Quality			
MM-AQ-1: On- Road Construction Trucks. All on-road heavy-duty trucks with a fifth-wheel tractor/trailer and a gross vehicle weight rating (GVWR) of 19,500 pounds or more transporting materials to and from the construction site shall meet EPA 2010 on-road heavy-duty diesel engine emission standards.	Daily during all construction activities.	POLB	
MM-AQ-2: Tier 4 Construction Equipment. All self-propelled, diesel-fueled off-road construction equipment 25 horsepower (hp) or greater shall meet EPA/CARB Tier 4 off-road engine emission standards.	During all construction activities.	POLB	
MM- AQ-3: Off- Road Construction Equipment. Off-road diesel-powered construction equipment shall comply with the following: – Maintain all construction equipment according to manufacturer's specifications. – Construction equipment shall not idle for more than 5 minutes when not in use. – High-pressure fuel injectors shall be installed on construction equipment vehicles. The benefits to be achieved by the above-listed components of this measure were not quantified in the analysis due to the wide range of variables involved. This measure is applied, however, to further reduce combustion emissions	Daily during all construction activities.	POLB	
MM- AQ-4: Increased Watering Frequency for Fugitive Dust Control. Construction site watering, which would be required by SCAQMD Rule 403, shall be increased such that the watering interval is no greater than 2.1 hours. This measure would increase the fugitive dust emissions control from 61 to 74 percent (Western Governors' Association, 2006).	During all construction activities involving groundwork (i.e., moving dirt).	POLB	
MM-AQ-5: Additional Fugitive Dust Control. Contractors shall:	During all construction activities.	POLB	

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– Apply approved nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas or replace groundcover in disturbed areas. – Provide temporary wind fencing around sites being graded or cleared. – Cover truck loads that haul dirt, sand, or gravel or maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. – 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. – 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. – Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) or when visible dust plumes emanate from the site and stabilize all disturbed areas. The benefits to be achieved by the above-listed components of this measure were not quantified in the analysis due to the wide range of variables involved. This measure is applied, however, to further reduce fugitive dust emissions.			
Biological Resources			
MM-BIO-1: MM-BIO-1 (Bats): A qualified bat specialist shall conduct a pre-construction survey. If bats are found or determined to be potentially present, construction activity would be stopped if determined to be disruptive to breeding or roosting, and appropriate subsequent actions would be identified and implemented.	Prior to, and during (if warranted), construction work on or beneath the Dominguez Channel rail bridge.	POLB	
Cultural Resources			
MM-CUL-1: Paleontological Monitoring. Because of the Project area's potential for containing buried paleontological resources including fossilized remains of Pleistocene land mammals beginning at depths of 5 feet below the surface, a paleontological monitoring program should be implemented during earthmoving with excavation at 5 feet or more below ground surface in	During any excavation at or below 5 feet of depth or where fossiliferous or older alluvium material is encountered.	POLB	

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areas underlain by younger alluvium, or where such activities encounter younger alluvium below any artificial fill.			
MM-CUL-2: Inadvertent Discovery of Paleontological Resources. In the event that construction activities encounter potentially fossiliferous materials, work in the immediate vicinity will be temporarily halted until a qualified vertebrate paleontologist can evaluate the discovery and implement appropriate treatment measures	During all earthwork activities and when potentially fossiliferous material is unearthed.	POLB	
Global Climate Change			
MM-GCC-1: LEED. New buildings constructed as part of the proposed Project shall pursue Leadership in Energy and Environmental Design (LEED) if they meet the criteria requirements for certification (including building size). COLB exempts buildings of less than 7,500 square feet of occupied space from its Green Building Policy. 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 points are given for various design features that address the following areas (U.S. Green Building Council, 2009): • Sustainable sites; • Water efficiency; • Energy and atmosphere; • Materials and resources; • Indoor environmental quality; and • Innovation and design process. As a result, a LEED-certified building would be more energy efficient, thereby reducing GHG missions compared to a conventional building design. The effects of this measure are not quantified in this analysis.	During Final Design of New Buildings 7,500 square feet or more in size.	POLB	
MM-GCC-2: Recycling of Construction Materials. Pursuant to the POLB Sustainable Business Practices Administrative Directive, construction debris must be recycled, reused or otherwise diverted from landfills to the maximum extent possible. Recyclable construction waste generated by the Project shall be taken to an accredited recycling center.	During demolition and construction activities.	POLB	
MM-GCC-3: Recycling and Sustainable Business Practices. During operation, the Port shall follow recycling objectives and measures established by the	During Operation of the Pier B Rail Yard.	POLB	

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Port's Administrative Directive for Sustainable Business Practices (POLB, 2006). In general, products made with recycled materials require less energy and raw materials to produce than products made with unrecycled or raw materials. This mitigation measure also includes energy conservation practices, purchasing of "Green" products, energy-efficient lighting, low-volatile organic compounds (VOC) paint and finishes, and use of recycled or remanufactured carpeting and office furnishings. This directive also includes minimizing the use of paper and plastic, reusing materials and equipment, and proper disposal of alkaline batteries. This savings in energy and raw material use translates into GHG emission reductions. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.			
MM-GCC-4: Xeriscaping. Water conservation features, including drought-tolerant plant materials, are required for all projects undertaken in the Port. Xeriscape landscaping shall incorporate the use of water conservation features including, but not limited to, drought-tolerant plants; hardscape; permeable material such as concrete, asphalt, and pavers; recycled material such as concrete, gravel, granite, and shredded redwood; and drip irrigation systems and timers.	During Project Design (prior to acceptance of Final Design).	POLB	
MM-GCC-5: Tree Planting. The Port shall plant shade trees around the main office and maintenance buildings in accordance with species identified in the Green Port Long Beach Sustainable Landscape Palette (POLB, 2016c) and POLB Sustainable Development Guidelines (POLB, 2015c). Trees act as insulators from weather, thereby decreasing energy requirements. Onsite trees also provide carbon storage. Although not quantified, implementation of this measure is expected to reduce the Project's GHG emissions by less than 0.1 percent.	During Project Design (prior to acceptance of Final Design) and During Construction.	POLB	
MM- GCC-6: Tree Planting – Transportation Corridors. The Port shall plant new shade trees on Port-controlled lands adjacent to the roads that lead into the facility, to the extent practicable, consistent with safety and other land use considerations. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.	During Project Design (prior to acceptance of Final Design) and During Construction.	POLB	
MM-GCC-7: Employee Carpooling. The construction contractor and the Port shall encourage construction and facility employees to carpool or to use public transportation. These employers shall provide incentives to promote	During Project construction and operations.	POLB	

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the measure, such as preferential parking for carpoolers or vanpool subsidies, and they shall provide information to employees regarding the benefits of alternative transportation methods. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach. The Port Is in the process of developing the GHG Strategic Plan. This plan will outline the overall approach for mitigating potential Project-specific and/or cumulative GHG impacts of projects through the modernization and/or upgrading of marine terminals and other facilities in the Long Beach Harbor District.			
MM-GCC-8: Community Grants Program. The Port will mitigate GHG impacts of the proposed Project by implementing and funding the CGP to partially address the cumulative GHG impacts of the proposed Project. The Port shall provide $1.4 million, as determined by the methodology described below. The timing of the payment determined by the methodology shall be made by the later of the following two dates: (a) the date that the Port issues a Notice to Proceed (NTP) or otherwise authorizes commencement of construction on the Pier B On-Dock Rail Support Facility Construction Contract; or (b) the date that the Pier B On-Dock Rail Support Facility Final EIR is conclusively determined to be valid, either by operation of Public Resources Code (PRC) Section 21167.2 or by final judgment or final adjudication.	Within 30 days after Project Opening.	POLB	
MM-GCC-9: Indirect GHG Emission Avoidance and Mitigation. The Port shall minimize indirect GHG emissions through measures that reduce or avoid electricity consumption at the facility. Such measures may include, but are not limited to, the use of low-energy demand lightings (e.g., fluorescent or light-emitting diode [LED]), and use of energy-efficient floodlights. To identify future opportunities to reduce indirect GHG emissions, the Port shall conduct a third-party energy audit every 5 years and install innovative power-saving technologies 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.	During facility engineering and design and prior to acceptance of final design drawings. In addition, an energy audit would be conducted 5 years after operation initiates at new facilities.	POLB	