

FINAL REVISED MITIGATION MONITORING AND REPORTING PROGRAM

Berths 212–224 (YTI) Container Terminal Improvements Project

Environmental Impact Report (EIR)

APP # 130204-020 / SCH # 2013041017

Prepared for:

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TRANSMITTAL 5

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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		Construction Management Division

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

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