# SECOND ADDENDUM TO

# FINAL ENVIRONMENTAL IMPACT REPORT

# (SCH #2015-031046; UPD #EIR-2015-39)

# TENTH AVENUE MARINE TERMINAL REDEVELOPMENT PLAN

# AND DEMOLITION AND INITIAL RAIL COMPONENT

# IMPLEMENTATION AND INSTALLATION OF A

# RENEWABLE MICROGRID

# AT THE TENTH AVENUE MARINE TERMINAL

## 1.0 INTRODUCTION

This is the Second Addendum to the Final Environmental Impact Report (Final EIR) for the Tenth Avenue Marine Terminal (TAMT) Redevelopment Plan and Demolition and Initial Rail Component Project (Project) (SCH# 2015-031046; UPD# EIR-2015-39). The Final EIR addressed all of the potential environmental effects of the Project, which included impacts related to long-term buildout of the TAMT Redevelopment Plan (2035 horizon year), as well as project-level impacts related to the Demolition and Initial Rail Component Project, which is scheduled to be completed in early 2020.

This Second Addendum addresses implementation of one of the mitigation measures identified in the Final EIR to reduce greenhouse gas emissions associated with the TAMT Redevelopment Plan. Referred to as "Mitigation Measure GHG-6," this measure requires the implementation of renewable energy projects or the purchase of greenhouse gas (GHG) offsets from a California Air Resources Board approved registry or a locally approved equivalent program which will achieve an annual reduction of 18,206 $MTCO_2e$ by full buildout of the TAMT Redevelopment Plan in 2035. This Second Addendum was prepared pursuant to the California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines). CEQA Guidelines Section 15164 provides that a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred.

The San Diego Unified Port District (District) is the lead agency for the TAMT Project, which includes a variety of infrastructure investments that may be undertaken over the long term to accommodate an increase the TAMT's capabilities and capacity. On December 13, 2016, the District took the following actions:

- Certified the Final EIR, Resolution No. 2016-199;
- Adopted the Sustainable Terminal Capacity Scenario and the "Tenth Avenue Marine Terminal Redevelopment Plan" prepared by Vickerman & Associates, LLC and amended by staff, Resolution No. 2016-200; and
- Authorized issuance of non-appealable Coastal Development Permit No. 2016-09 for the Project, that includes demolition of transit sheds 1 and 2, completion of initial rail improvements, and the completion of other site improvements, Resolution No. 2016-201.

In May 2017, the final engineering design work for Phase I of the Demolition and Initial Rail Component Project was completed and resulted in an increase of onsite, above-grade improvements. In particular, the proposed updated Project includes approximately 7,630

square feet (SF) of above-grade improvements, which is 2,348 SF larger than the improvements proposed by the original Project. District staff conducted additional environmental analysis on the project-level design changes and concluded that the updated Project did not meet any of the conditions calling for the preparation of a subsequent EIR or a supplemental EIR, as described in Sections 15162 or 15163, and therefore, prepared an Addendum to the TAMT Final EIR. On July 11, 2017, the District took the following actions:

- Certified the Addendum to the Final EIR, Resolution No. 2017-100; and
- Authorized an Amendment to the non-appealable Coastal Development Permit No. 2016-09 for the Demolition and Initial Rail Component Project, Resolution No. 2017-101.

The TAMT Final EIR identifies several mitigation measures that must be implemented over the life of the Redevelopment Plan (horizon year 2035) to address significant and unavoidable impacts related to the Project. One of these mitigation measures is Mitigation Measure GHG-6, which requires the implementation of renewable energy projects or the purchase of greenhouse gas (GHG) offsets from a California Air Resources Board approved registry or a locally approved equivalent program for future operations associated with the TAMT Redevelopment Plan. More specifically, Mitigation Measure GHG-6 requires an annual reduction of 18,206 $MTCO_2e$ by Plan Buildout in 2035.[1] This mitigation requirement can be satisfied by implementing a renewable energy project (either within the District's jurisdiction or within the adjacent community, such as the City of San Diego), purchasing GHG offsets, or any combination of these two options. The District proposes to satisfy a portion of this requirement by installing a Renewable Microgrid on the TAMT that includes the installation and subsequent use of solar panels on the roof of Warehouse B or Warehouse C, an energy storage system, energy efficiency improvements, and electrical infrastructure upgrades. At this time, the installation of a Renewable Microgrid at TAMT is expected to result in a reduction of 361 MTCO2e annually, which would fulfill approximately 2% of the TAMT's Redevelopment Plan's Final EIR requirement for the 2035 buildout year[2]. The District is recommending the Board adopt this Second Addendum to the TAMT Final EIR in order to implement the Renewable Microgrid.

[1] Please note that the TAMT Final EIR requires an18,206 MTCO2e annual metric ton reduction under the Sustainable Terminal Capacity (STC) Scenario at Plan Buildout in 2035, which was the Project Alternative approved by the Board of Port Commissioners on December 13, 2016.

[2] Greenhouse Gas Emission (or CO2e) reductions are calculated by estimating the number of kilowatt hours that would be reduced, based on the overall composition of the electrical grid that was identified in the Final EIR's baseline analysis. Therefore, the 361 MTCO2e reduction assumed in this analysis is based on the SDG&E electrical grid composition that was in place during the Final EIR's baseline, which averaged the 2013 renewable portfolio

## 2.0 THE PREVIOUSLY CERTIFIED EIR AND FIRST ADDENDUM.

On December 13, 2016, the District adopted Resolution No. 2016-199, which certified the Final EIR and adopted a Mitigation Monitoring and Reporting Program (MMRP). On December 14, 2016, the District filed a Notice of Determination with the County Clerk of San Diego County and the State Office of Planning and Research. No lawsuits were filed concerning the District's certification of the Final EIR and therefore, pursuant to Public Resources Code section 21167.2, the Final EIR is conclusively presumed to comply with CEQA.

On July 11, 2017, the District adopted Resolution No. 2017-0144 which adopted the First Addendum to the Final EIR that modified the design of the Project based on the final engineering design work for Project Phase 1 that was completed in May 2017. On July 12, 2017, the District filed a Notice of Determination with the County Clerk of San Diego County and the State Office of Planning and Research.

Copies of the Final EIR, the MMRP and the First Addendum are available on the District's website (www.portofsandiego.org) and can be viewed during normal business hours at the office of the Office of the District Clerk located at 3165 Pacific Highway, San Diego, CA 92101. The Final EIR's Mitigation Monitoring and Reporting Program (MMRP) is provided as Attachment 1.

## 3.0 ENVIRONMENTAL ANALYSIS.

The Final EIR thoroughly analyzed the potential environmental effects of the Project and recommended extensive mitigation measures to avoid or reduce the Project's potential significant impacts on the environment. The mitigation measures adopted by the Board when it certified the Final EIR, including Mitigation Measure GHG-6, are set forth in the MMRP. Based on preliminary estimates, Warehouse B has the capacity to support approximately 3.1 megawatts of solar photovoltaic (PV). Available areas identified on Warehouse C have the capacity to support approximately 1 megawatt[3] of solar PV. At this time therefore, the District is proposing to implement the Renewable Microgrid described

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standard of 24% with the 2014 renewable portfolio standard of 32.2%. This yields an estimate of approximately 28.1% renewable resources, with a conversion rate of 699.5 pounds per megawatt hour. The Renewable Microgrid reductions are attributed to the use of 100% renewable energy and battery storage which provide a net annual energy reduction of approximately 858,000 kWh (272.23 MT CO2e) and reduction in energy consumption through lighting energy efficiency measures of approximately 280,000 kWh (88.84 tons of CO2e).

[3] Although the size of the Warehouse C roof (approximately 388,000 SF in size) is considerably larger than Warehouse B (291,000 SF in size), the amount of area to accommodate solar panels is assumed to be less for Warehouse C because of the proposed Mitsubishi project that is currently being evaluated by the District. This analysis assumes that the battery storage and electrical infrastructure would be similar at both locations and there would be an approximately 361 MT CO2e reduction based on installing PV panels on Warehouses B or C.

below as partial implementation of Mitigation Measure GHG-6: "Implement a renewable energy project or purchase the equivalent GHG offsets from a California Air Resources Board Approved Registry or a Locally Approved Equivalent Program for Future Operations Associated with the TAMT Plan".

The specific design of the Renewable Microgrid was not known at the time the Final EIR was certified. However since then, the Renewable Microgrid has been designed to:

1) Retrofit the roof at TAMT Warehouse B (approximately 291,000 SF in size) or Warehouse C (approximately 388,000 SF in size);

2) Retrofit existing high mast lighting (approximately 29 light poles) within the eastern areas of the terminal to energy efficient site lighting, for an estimated savings of 280,000 kilowatt hours per year;

3) Install a 700 kilowatt (kW) solar PV system on Warehouse B or Warehouse C that would be approximately between 30,000 and 60,000 SF in size;

4) Install a 700 kW/ 2,500 kilowatt hour (kWh) ground-mounted battery system, consisting of one 40-foot and one 20-foot shipping containers (approximately 600 SF in area/ 8 feet in height), a new 2,500 kilo-volt-ampere (KVA) pad-mounted transformer (approximately 50 SF / 3 feet in height), and four new sections of 480 volt (V) switchgear (approximately 150 SF / 5 feet in height);

5) Perform minor trenching and repaving (approximately 4 feet in depth and up to 300 feet in length depending upon final siting of associated equipment) to install a new duct bank that connects to the District's existing distribution system; and

6) Install various electrical upgrades, such as solar inverters and switches into existing manholes.

An analysis of the potential environmental impacts from implementing the Renewable Microgrid is as follows:

- **Construction and Installation:** The construction and installation of the Renewable Microgrid includes: (1) retrofitting the roof at TAMT Warehouse B (approximately 291,000 SF in size) or Warehouse C (approximately 388,000 SF in size ); (2) the retrofit of existing site lighting will involve replacing lighting fixtures with energy efficient site lighting and may result in fewer high mast lights at TAMT; (3) installing a 700 kW solar PV system on Warehouse B or Warehouse C that would be approximately between 30,000 and 60,000 SF in size; (4) installing a 700 kW/ 2,500 kWh ground-mounted battery system, consisting of one 40-foot and one 20-foot

shipping containers (approximately 600 SF in area/ 8 feet in height), a new 2,500 KVA pad-mounted transformer (approximately 50 SF / 3 feet in height), and four new sections of 480V switchgear (approximately 150 SF / 5 feet in height) and (5) minor trenching and repaving (approximately 4 feet in depth and up to 300 feet in length depending upon final siting of associated equipment) to install a new duct bank that connects to the District's existing distribution system.

Construction is estimated to take approximately 24 months over the course of four phases: (1) roof retrofit; (2) electrical infrastructure upgrades and energy efficiency retrofits; (3) renewable energy installation; and (4) battery storage installation. The construction would occur an average of 8 hours per day (Monday – Friday). The roof retrofit will take approximately twelve months and involve up to 20 workers per day. The installation of the electrical infrastructure, energy efficiency improvements, solar PV, and battery storage is estimated to overlap with the roof retrofit for a period of approximately 6 months, and take approximately 18 months total. Electrical infrastructure upgrades and installation of renewable energy and battery storage would involve an average of 5 to 10 workers per day. Construction equipment is likely to include cranes, and/or hoists for roof upgrades, solar PV panel installation, and battery and electrical hardware, as well as a dump truck and cement truck to transport materials. Because it is anticipated that construction of the Renewable Microgrid will overlap with construction of the Demolition and Initial Rail Component Project[4], and because it may also overlap with construction of the Mitsubishi Cement Project[5], the District will retain a qualified traffic engineer to consider potential transportation impacts associated with any overlapping construction projects, as required under MM-TRA-2 (Traffic Study and Transportation Demand Management (TDM) for Specific Construction Projects) of the Final EIR. If the traffic study determines that the proposed construction activity may have a significant impact, it shall recommend mitigation measures to avoid or reduce the impact, which may include preparing a TDM Plan to address temporary impacts associated with construction vehicles and equipment.

[4] Construction of the Demolition and Initial Rail Component began in December 2017 and is scheduled to completed in May 2020.

[5] In June 2015, the Board of Port Commissioners granted a Conditional Agreement to Mitsubishi Cement Corporation (Mitsubishi) which outlines the framework necessary for Mitsubishi to obtain the appropriate entitlements necessary for operation of a cement import terminal. The Conditional Agreement was subsequently updated in September 2017 to extend the term and update certain business terms. In April 2016, the District initiated environmental review of the Mitsubishi Project in accordance with CEQA. The project is currently scheduled to be considered by the BPC in Fall of 2018. If the BPC decides to certify Mitsubishi's environmental document and enter into a lease, construction of the Mitsubishi Project could begin in the fourth quarter of 2018.

Construction and installation will not result in any significant impacts to historical resources because the Final EIR determined neither Warehouse B or Warehouse C would be eligible for the California Register of Historical Resources because they are not an architectural masterwork, do not embody high artistic value, are not the product of an important milestone in engineering or building techniques, and are not associated with an important event or pattern of an event (Part 2 of TAMT Final EIR pg.4.4-18 to 4.4-19), Additionally, the noise and odors related to this phase of the Renewable Microgrid would not exceed permitted levels. Finally, although this phase of the Renewable Microgrid would temporarily increase traffic with up to 30 workers traveling to and from the project site during construction would not result in any significant impacts to roadway segments or intersections based on the daily roadway segment analysis identified in the Final EIR (Part of TAMT Final EIR – Table 4.10-21 pg. 4.10-31). Furthermore, the long-term operation of the Renewable Microgrid would result in a nominal increase to traffic at the site, with an estimated 1 to 5 worker trips associated with ongoing operation and maintenance of the facility.

**Trenching and Repaving:** The trenching and repaving components of the Renewable Microgrid include: (1) minor trenching and repaving (approximately 4 feet in depth and up to 300 feet in length) to install a new duct bank that connects to the District's existing distribution system; and (2) various electrical upgrades, such as installing solar inverters and switches into existing manholes.

Trenching and repaving work will occur during the 18 month electric infrastructure upgrade and installation period identified above. Construction equipment is likely to include a mini-excavator and/or trencher to do light trenching, a cable puller/tugger to pull cable through aboveground and underground conduit, and a paver and/or roller to repave the area. It is anticipated that all soil would be re-compacted and reused on-site with minimal material transported off-site.

Trenching and repaving will not result in any significant environmental impacts. The Final EIR determined that there have been seven previous on-site contamination and clean-ups and six of the seven been closed since certification of the Final EIR (Part of TAMT Final EIR pg. 4.7-3 to 4.7-6), and the remaining water street site was closed September 13, 2017. By requiring compliance with the TAMT Soil Management Plan and implementing engineering controls and best management practices, impacts would be less than significant and the Renewable Microgrid would not create a significant hazard to the public or the environment. Additionally, the noise and odors related to this phase of the Renewable Microgrid would not exceed permitted levels. Finally, although this phase of the Renewable Microgrid would temporarily increase traffic with up to 30 workers traveling to and

from the project site during the estimated six months of construction overlap with the roof replacement (and only 5 to 10 workers during the actual 18 months planned for electrical infrastructure upgrades and installation of micorgrid components), the long term operation of the Renewable Microgrid would not result in a significant increase of traffic at the site.

- **Use:** Pursuant to Mitigation Measure GHG-6, the Final EIR requires renewable energy to be incorporated within the TAMT to help reduce GHG emissions associated with increased cargo throughput anticipated over the next 20-years. Upon installation, the Renewable Microgrid will: (1) convert high-mast high pressure sodium (HPS) lights to energy efficient lighting to reduce electricity loads; and (2) provide an approximately 700-kW / 2,500- kWh lithium ion battery energy storage system that creates solar generation shifting capabilities and backup power to the terminal. Charging the battery during the day with solar energy and discharging it overnight will minimize generation on the local San Diego Gas & Electric (SDG&E) system. Additionally, the battery storage and management system would be used to participate in the demand response program to reduce grid-tied loads in response to utility Critical Peak Pricing events.

  The Renewable Microgrid would provide benefits in the form of contributing to the State's energy goals and reducing GHG emissions. Therefore, this modification to the Project will not result in any new or more significant impacts than were analyzed in the Final EIR.

## 4.0 DETERMINATION TO PREPARE AN ADDENDUM

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate environmental documentation, if any, which may be required after a lead agency has certified an EIR and approved a project. Pursuant to CEQA Guidelines Section 15162 and 15164, the District makes the following findings:

### CEQA Guidelines Section 15162:

CEQA Guidelines Section 15162(a) provides that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that one or more of the following conditions has occurred:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

Discussion: As discussed in previous sections of this Second Addendum, the Renewable Microgrid would not require major revisions to the Final EIR because it does not involve new or more severe significant environmental effects. Instead, the Renewable Microgrid will implement Mitigation Measure GHG-6 identified in the Final EIR, which requires the implementation of a renewable energy project for the purposes of offsetting the effects of greenhouse gas emissions. Although implementing a renewable energy project at TAMT was contemplated at the time the Final EIR was certified, the specific design details of the proposed Renewable Microgrid were not known at that time. Now that the construction and operational details discussed in this Second Addendum are known, the District can confirm that it does not involve new or more severe significant effects.

Retrofitting the roof would take approximately 12 months and involve no more than 20 workers (Monday through Friday) working a standard 8-hour day shift, whereas installation of the electrical infrastructure and battery would take approximately 18 months and involve between five to 10 workers working 8 hours per day. It is anticipated that the roof retrofit and installation of electrical infrastructure would overlap for a period of approximately 6 months, yielding a maximum of 30 workers traveling to and from the site during this period. Based on the existing traffic counts and peak-hour level of service conditions identified in the Final EIR for the near-term Demolition and Initial Rail Component Project (Part 2 of TAMT Final EIR pg. 4.10-29 to 4.10-38)., all potential impacts to roadway segments and intersections would be less than significant given the small numbers of construction workers (e.g., up to 30 during the most intensive construction period) that would be needed. In addition, Final EIR for the Demolition and Initial Rail Component Project determined the 96-acre Marine Terminal has excess parking capacity (with an estimated 239 parking spaces identified on-site) and could accommodate the additional 20 construction workers on-site (Part 2 of TAMT Final EIR pg. 4.10-58 to 4.10-59).

Construction of the Renewable Microgrid would also involve intermittent use of cranes and/or hoists for the roof repair and solar installations, as well as some small equipment for minor trenching for conduit and battery installation and other work. Emissions associated with this equipment would not exceed any federal or state air quality standard, nor would construction of the project contribute substantially to non-attainment criteria pollutants identified for the San Diego region (Part 2 of TAMT Final EIR pg. 4.2-38 to 4.2-45). Furthermore, the trenching would be approximately 4 to 6-feet in depth and it is unlikely hazardous substances would be encountered given the relatively shallow depth

of the trenching. However, the Final EIR requires the contractor to comply with the TAMT Soil Management Plan (Mitigation Measure Hazard-1) and to implement engineering controls and best management practices (Mitigation Measure Hazard-2), to ensure that any existing contamination is reduced to a less than significant level. As mentioned earlier, construction of the Project would occur during a standard 8-hour, day shift (Monday through Friday), and the intermittent use of the cranes, hoists, and other equipment would not exceed any noise standards. Therefore, construction of the Renewable Microgrid would not result in any new, or more severe significant environmental effects.

Furthermore, ongoing operation of the Renewable Microgrid would not result in any new significant environmental effects, nor would it increase the severity of previously identified environmental effects. Once constructed, the District will enter into a contract with a Power Purchase Agreement (PPA) provider that will include ongoing operation and maintenance of the installed system (solar, storage, and supporting infrastructure) for the 20-year life of the solar PPA. The off-site roadways have adequate capacity to handle the estimated 1 to 5 worker trips associated with ongoing operation and maintenance of the facility (Part 2 of TAMT Final EIR, – Table 4.10-21 pg. 4.10-31) , and the 96-acre marine terminal facility has adequate onsite parking for these workers (Part 2 of TAMT Final EIR pg. 4.10-58 to 4.10-59). Once constructed, the District's Energy Team's Program Manager will serve as the prime contractor responsible for the overall success of the project, which will include coordinating the work of professional and educational aspects of the Renewable Microgrid and making sure regulatory reporting requirements are completed. Once operational, the Renewable Microgrid is estimated to yield the following environmental benefits:

- **Annual Electricity Savings** of approximately 280,000 kWh through energy efficiency achieved by converting terminal lighting to more energy efficient lighting[6], equivalent to approximately 88.84 MT $CO_2$e annually.

[6] For the purposes of and as required by the California Energy Commission (CEC) Grant application, the District utilized the California Independent System Operator (CAISO) 2016-2017 average emissions factor (lbs/MWh) derived through the use of StorageVet modeling, estimating a reduction of approximately 310 MT $CO_2$e. Due to the increasing procurement of renewables by San Diego Gas and Electric, the on-site GHG reductions are lower due to an electric grid that is approximately 43% renewables (as of calendar year 2016), equivalent to an emissions factor of 533.56 lbs/MWh. [Source: San Diego Gas and Electric. Application for Approval of its 2018 Electric Procurement Revenue Requirement Forecasts and GHG-Related Forecasts. Published November 2017. Template D-5, Page 16 Online at:
https://www.sdge.com/sites/default/files/regulatory/FINAL%20Public%20November%20Update.pdf ] For the

- **Peak Load Reduction** from 336 kW to 92 kW using solar, battery storage, and energy efficient lighting conversions.

- **GHG Reductions** of 361 MT CO2e per year. These reductions are attributed to the use of 100% renewable energy and battery storage which provide a net annual energy reduction of approximately 858,000 kWh (272.23MT CO2e) and reduction in energy consumption through lighting energy efficiency measures of approximately 280,000 kWh (88.84 MT CO2e).

Based on the project-specific construction and operational details associated with the Renewable Microgrid, there are no substantial changes proposed to the TAMT Redevelopment Plan which would require major revisions of the previous EIR, nor would the Renewable Microgrid result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(2) Substantial changes that would occur with respect to the circumstances under which the project is undertaken which would require major revisions of the previous EIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; or

Discussion: As discussed under Subsection (1), above, and in Section 3.0 of this Second Addendum, Environmental Analysis, no substantial change in the circumstances under which the TAMT Redevelopment Plan will be undertaken has been identified which will result in any new or more severe environmental effects. The existing conditions at TAMT that were identified in the Final EIR (December 2016) and the First Addendum (July 2017) are similar to the terminal's existing conditions when the Renewable Microgrid application was finalized in August 2017. The tenants, amount of cargo throughput and number of employees working at TAMT and overall circumstances are not substantially different than what was identified in the Final EIR. The Final EIR (December 2016) and First Addendum (July 2017) both contemplated construction of the Demolition and Initial Rail Component Project beginning in 2017 and continuing through to January 2020. Actual construction of the Demolition and Initial Rail Component started in December 2017 and is on-track to be completed in early 2020. As a result, the Renewable Microgrid would not require major revisions to the Final EIR.

purposes of this analysis, the District has utilized the 2013 SDG&E electricity emissions factor of 712.4 lbs/MWh, equivalent to approximately 24% renewables, which is consistent with the EIR baseline analysis.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR;

Discussion: As discussed under Subsection (1), above, and in Section 3.0 of this Second Addendum, Environmental Analysis, no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified as complete by the District, shows that the Renewable Microgrid will have any new significant effects not discussed in the Final EIR.

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

Discussion: As discussed under Subsection (1), above, and in Section 3.0 of this Second Addendum, Environmental Analysis, no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified as complete by the District, shows that the Renewable Microgrid will have any new significant effects not discussed in the Final EIR.

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

Discussion: No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified as complete by the District, shows that any mitigation measures or alternatives previously found not to be feasible would in face be feasible and would substantially reduce one or more significant effects of the Project. Instead, as discussed under Subsection (1), above, and in Section 3.0 of this Second Addendum, Environmental Analysis, the Renewable Microgrid will implement Mitigation Measure GHG-6 and will directly reduce GHG emissions through incorporation of solar PV generation, lighting retrofits to improve energy efficiency, and demand response. On-site energy

storage and solar energy would allow critical port infrastructure to remain operational through grid outages, maintaining power to critical functions. The Renewable Microgrid would result in a reduction of GHG emissions annually by an estimated 361 MT $CO_2e$ from baseline District electric power use through energy efficiency, renewable generation, and battery storage.

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Discussion: No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified as complete by the District, shows that any mitigation measures or alternatives which are considerably different from those analyzed in the Final EIR would substantially reduce one or more significant effects on the environment. The Final EIR for the long-term TAMT Redevelopment Plan identified several mitigation measures to reduce GHG emissions associated with long-term buildout of the Plan. These measures require the District to incorporate new, modern terminal equipment and machinery (such as replacing diesel-powered cargo handling equipment with electric cargo handling equipment) and to develop new programs to track and incentivize the procurement of lower-emitting equipment through the life of the Redevelopment Plan (2035). The project proponent has agreed to adopt all of mitigation measures identified in the Final EIR (December 2016). As mentioned earlier, the Renewable Microgrid implements Mitigation Measure GHG-6 and helps the District begin to meet the 18,206 $MTCO_2e$ annual performance standard for year 2035 identified in Mitigation Measure GHG-6 in the Final EIR. This measure requires implementation of a renewable energy project for the purposes of offsetting the effects of GHG emissions. Therefore, there are no mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment.

**CEQA Guidelines Section 15164:**

CEQA Guidelines Section 15164(a) provides that the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

Discussion: Although some changes and additions to the project are necessary, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred. As discussed above, the

Renewable Microgrid was contemplated at the time the Final EIR was certified, however the specific project details were not known at that time; now that these details are known, the District can confirm that it does not involve new or more severe significant effects and therefore, none of the conditions described in Section 15162 have occurred.

## 5.0 CONCLUSION

Pursuant to CEQA Guidelines Sections 15162 and 15164, based on the information contained in this Second Addendum and in the record of these proceedings, the District finds that none of the conditions that require the preparation of a subsequent EIR pursuant to CEQA Guidelines Section 15162(a) have occurred. The District further finds that the specific project details of the Renewable Microgrid satisfy the provisions of Mitigation Measure GHG-6 required by the Final EIR and, therefore, this Second Addendum constitutes adequate compliance with CEQA for the proposed formal action of the Board to approve the Renewable Microgrid.

ATTACHMENTS

1. Tenth Avenue Marine Terminal Redevelopment Plan and Demolition and Initial Rail Component Final EIR Mitigation Monitoring and Reporting Program (MMRP)

Attachment 1

# Mitigation Monitoring and Reporting Program

## 1.1 Purpose

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the Tenth Avenue Marine Terminal Redevelopment Plan and Demolition and Initial Rail Component Project implements environmental mitigation, as required by the Final Environmental Impact Report (EIR) for the proposed project. Those mitigation measures have been integrated into this MMRP. The MMRP provides a mechanism for monitoring the mitigation measures in compliance with the EIR, and general guidelines for the use and implementation of the monitoring program are described below.

This MMRP is written in accordance with California Public Resources Code 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. California Public Resources Code Section 21081.6 requires the Lead Agency, for each project that is subject to CEQA, to adopt a reporting or monitoring program for changes made to the project, or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment and to monitor performance of the mitigation measures included in any environmental document to ensure that implementation takes place. The San Diego Unified Port District (District) is the designated Lead Agency for the MMRP. The Lead Agency is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Lead Agency will rely on information provided by a monitor as accurate and up to date and will field check mitigation measure status as required.

The District may modify how it will implement a mitigation measure, as long as the alternative means of implementing the mitigation still achieves the same or greater impact reduction. Copies of the measures shall be distributed to the participants of the monitoring effort to ensure that all parties involved have a clear understanding of the mitigation monitoring measures adopted.

## 1.2 Format

Mitigation measures applicable to the project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, and/or requiring supplemental structural controls. Within this document, approval mitigation measures are organized and referenced by subject category. Each of the mitigation measures has a numerical reference. The following items are identified for each mitigation measure.

- Mitigation Language and Numbering
- Mitigation Timing
- Methods for Monitoring and Reporting
- Responsible Parties

## 1.3 Mitigation Language and Numbering

Provides the language of the mitigation measure in its entirety.

## 1.4 Mitigation Timing

The mitigation measures required for the project will be implemented at various times before construction, during construction, prior to project completion, or during project operation.

## 1.5 Methods for Monitoring and Reporting

The MMRP includes the procedures for documenting and reporting mitigation implementation efforts. As the project proponent, the District is responsible for implementation of all mitigation measures.

## 1.6 Responsible Parties

For each mitigation measure, the party responsible for implementation, monitoring and reporting, and verifying successful completion of the mitigation measure is identified.

**Table 1. Mitigation, Monitoring, and Reporting Program**

| Mitigation Measures | Timing and Methods | Responsible Parties |
|---|---|---|
| **Air Quality and Health Risk** | | |
| **Full TAMT Plan Buildout** | | |
| **MM-AQ-1: Implement Best Management Practices During Construction of Future TAMT Plan Components.** All proponents of future projects shall implement Best Management Practices (BMPs) to reduce air emissions from all construction activities implemented as part of full TAMT plan buildout. The following measures are required to limit construction equipment exhaust from on-road trucks and heavy-duty equipment used during construction.<br>• Ensure that all off-road diesel-powered equipment used during construction between 2020 and 2025 is equipped with the U.S. Environmental Protection Agency (EPA) Tier 3 or cleaner engines, except for specialized construction equipment for which an EPA Tier 3 engine is not available.<br>• Ensure that all off-road diesel-powered equipment used during construction beyond 2025 is equipped with EPA Tier 4 Final or cleaner engines, except for specialized construction equipment for which an EPA Tier 4 Final engine is not available.<br>In addition, all future project proponents shall implement the relevant BMPs, consistent with the applicable industrial Storm Water Pollution Prevention Plan (SWPPP). In no case would any BMP be implemented if it conflicted with the SWPPP or other applicable water quality permit requirements. BMP dust control measures would include, but are not limited to, the following.<br>• Water the grading areas at least twice daily to minimize fugitive dust.<br>• Stabilize graded areas as quickly as possible to minimize fugitive dust.<br>• Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry.<br>• Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads. | **Timing:** During project construction<br><br>**Method:** Implement specific BMPs during construction | **Implementation:** Project Proponent (during construction), Construction Manager (during construction), and General Contractor (during construction)<br><br>**Monitoring and Reporting:** Qualified agent, approved by and reporting to the District, District's marine terminal supervisors, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| • Remove any visible track-out into traveled public streets within 30 minutes of occurrence.<br>• Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred.<br>• Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads.<br>• Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.<br>• Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph.<br>• Cover/water onsite stockpiles of excavated material.<br>• Enforce a 15 mph speed limit on unpaved surfaces.<br>• On dry days, sweep up any dirt and debris spilled onto paved surfaces immediately to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites daily for construction-related dirt in dry weather.<br>• Hydroseed, landscape, or develop as quickly as possible all disturbed areas as directed by the San Diego Unified Port District and/or San Diego Air Pollution Control District to reduce dust generation.<br>• Limit the daily grading volumes/area.<br>Prior to the commencement of construction activities, the project proponent shall submit evidence to the San Diego Unified Port District of the project proponent's compliance with the BMPs and that construction equipment is maintained and properly tuned in accordance with manufacturers' specifications, which shall be subject to confirmation by the San Diego Unified Port District during construction. | | |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| **MM-AQ-2: Implement Diesel Emission-Reduction Measures During Construction and Operations of Future TAMT Plan Components.** The project proponent shall implement the following measures during construction and project operations, subject to verification by the District.<br>**i.** All project proponents shall limit all construction and operations equipment, drayage, and delivery truck idling times by shutting down equipment when not in use and reducing the maximum idling time to less than 3 minutes. The project proponent shall install clear signage regarding the limitation on idling time at the delivery driveway and loading areas and shall submit quarterly reports of violators to the District. This measure shall be enforced by terminal supervisors, and repeat violators shall be subject to penalties pursuant to California airborne toxics control measure 13 California Code of Regulations Section 2485. The project proponent shall submit evidence of the use of diesel emission reduction measures to the District through annual reporting, with the first report due 1 year from the date of project completion and each report due exactly 1 year after, noting all violations with relevant identifying information of the vehicles and drivers in violation of these measures.<br>**ii.** The project proponent shall verify that all construction and operations equipment is maintained and properly tuned in accordance with manufacturers' specifications. Prior to the commencement of construction and operations activities using diesel-powered vehicles or equipment, the project proponent shall verify that all vehicles and equipment have been checked by a certified mechanic and determined to be running in proper condition prior to admittance into any terminal leasehold. The project proponent shall submit a report by the certified mechanic of the condition of the construction and operations vehicles and equipment to the District prior to commencement of their use. | **Timing:** During project construction and operations<br><br>**Method:** Implement specific diesel-reduction measures during construction and operations | **Implementation:** Project Proponent (during operation and construction), Construction Manager (during construction), and General Contractor (during construction)<br><br>**Monitoring and Reporting:** Qualified agent, approved by and reporting to the District, District's marine terminal supervisors, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| **MM-AQ-3: Comply with San Diego Unified Port District Climate Action Plan Measures.** Prior to approval of all discretionary actions and/or Coastal Development Permits, the project proponent shall be required to implement the following measures to be consistent with the Climate Action Plan.<br>• Vessels shall comply with the District's voluntary vessel speed reduction program, which targets 80 percent compliance.<br>• Eligible vessels shall comply with ARB's at-berth regulation that requires shore power or alternative control technology regulation for 80 percent of eligible calls by 2020, minus idle time to clear customs consistent with California Air Resources Board regulations. This is a project feature made into a mitigation measure to ensure compliance.<br>• Designated truck haul routes shall be used, and the project proponent shall decrease onsite movements where practicable.<br>• No commercial drive-through shall be implemented.<br>• Compliance with Assembly Bill 939 and the City of San Diego's Recycling Ordinance shall be mandatory and shall include recycling at least 50 percent of solid waste; compliance with the City of San Diego's Construction and Demolition Debris Deposit Ordinance shall be mandatory and shall include recycling at least 50 percent of all construction debris. This measure shall be applied during construction and operation of the proposed project.<br>• Light fixtures shall be replaced with lower-energy bulbs such as fluorescent, Light-Emitting Diodes (LEDs), Compact Fluorescent Lights (CFLs), or the most energy-efficient lighting that meets required lighting standards and is commercially available.<br>• Implementation of Climate Action Plan measures will be included as part of any discretionary actions and/or Coastal Development Permit(s) associated with this project. Evidence of implementation and compliance with this mitigation measure shall be provided to the District by the project proponent on an annual basis through 2035 (buildout of the TAMT plan). | **Timing:** During project implementation, through project operation<br><br>**Method:** Implement specific measures designed to be consistent with the San Diego Unified Port District CAP | **Implementation:** Project Proponent<br><br>**Monitoring and Reporting:** Qualified agent, approved by the District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| **MM-AQ-4: Implement Best Available Control Technologies for Conveyor System and Bulk Discharge Unloader for Future Dry Bulk Operations associated with the TAMT Plan**. As a condition of approval of any new or amended real estate agreement or Coastal Development Permit for dry bulk operations that would result in an increase in daily or annual throughput over baseline conditions, the San Diego Unified Port District shall require the project proponent to install and use the best available control technologies to achieve a minimum 95% control efficiency for particulate matter in one of the following ways:<br>• Upgrade the existing Conveyor System and Bulk Discharge Unloader (if proposed for use) to meet the minimum 95% control efficiency.<br>• Replace the existing Conveyor System and Bulk Discharge Unloader with a new Conveyor System and Bulk Discharge Unloader that meets the minimum 95% control efficiency and properly dispose of the existing system in compliance with all applicable laws and regulations.<br>• Bypass the existing Conveyor System and Bulk Discharge Unloader and install a new Conveyor System and Bulk Discharge Unloader that meets the minimum 95% control efficiency.<br>The project proponent that finances an upgrade or replacement to the new system may be reimbursed, based on anticipated percent usage, by future users of the system. The San Diego Unified Port District will assist such reimbursement by conditioning its approval of other users of the system during the first 5 years of its operation on reimbursement of the cost of the system on a "fair share" basis.<br>Under no circumstance shall a project proponent seeking discretionary approval for dry bulk operations be allowed to increase daily or annual throughput of dry bulk operations without first completing the upgrade or replacement of the existing system, or installation of a new system required above.<br>The recipient of a discretionary approval by the San Diego Unified Port District subject to this mitigation measure shall provide written evidence of implementation and compliance with this mitigation measure to the San Diego Unified Port District on an annual basis through 2035 (buildout of the TAMT plan). | **Timing:** Prior to the first discretionary action approval and/or Coastal Development Permits related to dry bulk operations<br><br>**Method:** Upgrade the existing or install a new Conveyor System and Bulk Discharge Unloader that shall include best available control technologies (BACT) that achieve a minimum 95 percent control efficiency for particulate matter. Evidence of implementation and compliance with this mitigation measure shall be provided to the District on an annual basis through 2035 | **Implementation:** Project Proponent<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| **MM-AQ-5: Implement Vessel Speed Reduction Program Beyond Climate Action Plan Compliance for Future Operations Associated with the TAMT Plan.** Every quarter following approval of the first discretionary action approval and/or issuance of the first Coastal Development Permit associated with a future project proposed under the TAMT plan, whichever occurs first, the project proponent shall provide a report of the annual vessel activity and throughput by cargo node to date and the projected total throughput for the previous 6 months to the San Diego Unified Port District's Planning & Green Port Department. Prior to the annual vessel calls reaching 91 calls (76 new calls over existing) for dry bulk, 117 calls (60 new calls over existing) for refrigerated containers, and 96 calls (68 new calls over existing) for multi-purpose general cargo under the MPC scenario (or 79 calls [64 new calls over existing] for dry bulk, 98 calls [41 new calls over existing] for refrigerated containers, and 78 calls [50 new calls over existing] for multi-purpose general cargo under the STC Alternative), or beginning January 1, 2030 for all vessels irrespective of the number of calls occurring on an annual basis, whichever occurs first, the project proponent shall implement vessel speed reduction measures to reduce the project's criteria pollutant emissions. The program shall require that 90 percent of the vessels calling at the project site reduce their speeds to 12 knots starting at 40 nautical miles from Point Loma. Due to the international border to the south and California Air Resources Board limit for rulemaking being 24 nautical miles from the coastline, some vessel calls travel within the San Diego Air Basin for less than 40 nautical miles. For those vessel calls, vessel operators are required to reduce their speeds to 12 knots at the point those vessels enter the San Diego Air Basin and maintain speeds of 12 knots over the entire distance to/from Point Loma. To be compliant with the vessel speed limit, the vessel's weighted average speed shall be 12 knots or less from the 40 nautical mile latitude and longitude positions on each respective route to/from Point Loma.<br>Implementation of this VSR program will be required as part of any discretionary action and/or Coastal Development Permit(s) associated with the TAMT plan. Evidence of implementation and compliance with this mitigation measure shall be provided to the San Diego Unified Port District's Planning & Green Port Department on a | **Timing:** Every quarter following approval of the first discretionary action approval and/or issuance of the first Coastal Development Permit associated with a future project proposed under the TAMT plan, whichever occurs first<br><br>**Method:** Implement vessel speed reduction measures to reduce the project's net-new criteria pollutant emissions. Provide evidence of implementation and compliance with this mitigation measure | **Implementation:** Project Proponent, District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| quarterly basis through 2035 (buildout of the TAMT plan). The San Diego Unified Port District will verify compliance through analysis of Automatic Identification System data or by requesting a vessel's Electronic Chart Display Identification System log from the captain. | | |
| **MM-AQ-6: Electric Cargo Handling Equipment Upgrades.** This measure has multiple steps for compliance, as specified below.<br>A. Prior to January 1, 2020, the San Diego Unified Port District shall ensure that at least three pieces of existing non-electric cargo handling equipment at the terminal are replaced by electric cargo handling equipment, none of which were previously operating at the terminal during the 2013/2014 baseline year of the EIR analysis. Possible ways the electric cargo handling equipment may be obtained include, but are not limited to, the following:<br>1. Purchased, leased, or otherwise acquired, in whole or in part, through funding provided to a tenant by the San Diego Unified Port District;<br>2. Purchased, leased, or otherwise acquired, in whole or in part, through funding provided to a tenant by other sources; or<br>3. Purchased, leased, or otherwise acquired, in whole or in part, by the tenant in compliance with a condition of a discretionary approval issued by the San Diego Unified Port District.<br>Written evidence of the acquisition of the electric cargo handling equipment and the equipment it will replace and remove from further operation at the terminal must be provided to the San Diego Unified Port District. The San Diego Unified Port District shall further ensure that the electric cargo handling equipment is in use at each of the three nodes throughout the expected operating life. This will be accomplished by requiring each tenant that employs electric cargo handling equipment pursuant to this measure to report the equipment's annual number of hours of operation to the San Diego Unified Port District and by requiring the San Diego Unified Port District to monitor use of the electric cargo handling equipment as part of the San Diego Unified Port District's TAMT equipment inventory.<br>B. Prior to January 1, 2025, the San Diego Unified Port District also shall ensure that no fewer than 20 non-electric yard trucks in | **Timing:** Multiple triggers as indicated in the measure. During project implementation, prior to January 1, 2020, again prior to January 1, 2025, and again prior to January 1, 2030<br><br>**Method:** Secure funding for and operate three electric pieces of CHE by January 1, 2020. By January 1, 2025, ensure that no fewer than 20 non-electric yard trucks in operation are replaced at the TAMT by 20 electric yard trucks. By January 1, 2030, ensure that no fewer than three existing non-electric reach stackers and ten non-electric forklifts in operation are replaced at the TAMT by three fully electric reach stackers and ten fully electric forklifts | **Implementation:** Project Proponent or District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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operation are replaced at the TAMT by 20 electric yard trucks. Possible ways the electric yard trucks may be obtained include, but are not limited to, the following:

1. Purchased, leased, or otherwise acquired, in whole or in part, through funding provided to a tenant by the San Diego Unified Port District;
2. Purchased, leased, or otherwise acquired, in whole or in part, through funding provided to a tenant by other sources; or
3. Purchased, leased, or otherwise acquired, in whole or in part, by the tenant in compliance with a condition of a discretionary approval issued by the San Diego Unified Port District.

Written evidence of the acquisition of the electric yard trucks, and the non-electric yard trucks they will replace and remove from further operation at the terminal, must be provided to the San Diego Unified Port District. The San Diego Unified Port District shall further ensure that the electric yard trucks are in use at the TAMT throughout the expected operating life of the equipment. Each tenant that employs electric trucks pursuant to this measure shall report the equipment's annual number of hours of operation to the San Diego Unified Port District, and the San Diego Unified Port District shall monitor use of the electric trucks as part of the San Diego Unified Port District's TAMT equipment inventory.

C. Prior to January 1, 2030, the San Diego Unified Port District also shall ensure that no fewer than three existing non-electric reach stackers and ten non-electric forklifts in operation are replaced at the TAMT by three fully electric reach stackers and ten fully electric forklifts. Possible ways the electric reach stackers and forklifts may be obtained include, but are not limited to:

1. Purchased, leased, or acquired, in whole or in part, through funding provided to the tenant by the San Diego Unified Port District;
2. Purchased, leased, or acquired, in whole or in part, through funding provided to the tenant by other sources; or
3. Purchased, leased, or otherwise acquired, in whole or in part, by the tenant in compliance with a condition of a discretionary approval issued by the San Diego Unified Port

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| District.<br>Written evidence of the acquisition of the three electric reach stackers and ten electric forklifts and the conventional equipment they will replace and remove from further operation at the terminal must be provided to the San Diego Unified Port District. The San Diego Unified Port District shall further ensure that the electric reach stackers and forklifts are in use at the TAMT throughout the expected operating life of the equipment. Each tenant that employs electric reach stackers or electric forklifts pursuant to this measure shall report the equipment's annual number of hours of operation to the San Diego Unified Port District, and the San Diego Unified Port District shall monitor use of the electric reach stackers and forklifts as part of the San Diego Unified Port District's TAMT equipment inventory.<br>D. The electric equipment employed pursuant to paragraphs A, B, and C of this mitigation measure may be replaced by other technologies or other types of cargo handling equipment as long as the replacement equipment achieves the same or greater criteria pollutant, toxic air contaminant, and greenhouse gas emission reductions as compared to the equipment required by paragraphs A, B, and C of this mitigation measure. | | |
| **MM-AQ-7: Annual Inventory Submittal and Periodic Technology Review**. The San Diego Unified Port District regularly monitors technologies for reducing air emissions as part of its Climate Action Plan and long-range sustainability goals, which encourage the San Diego Unified Port District and its tenants to use cleaner technologies over time as they become available and feasible. As a condition of approval of any new or amended real estate agreement or Coastal Development Permit, the San Diego Unified Port District shall require the project proponent to submit to the San Diego Unified Port District an annual inventory of all equipment that generates criteria pollutant, toxic air contaminant, and greenhouse gas emissions operated by the project proponent at the TAMT throughout the life of the lease up to 2035 (buildout of the TAMT plan). The equipment inventory shall include the year, make, and model of the equipment that was used in the previous year, including annual hours of operation for each piece of equipment, including but not limited to heavy-duty drayage and | **Timing:** New or amended real estate agreements or Coastal Development Permits require inventories submitted annually. Equipment upgrades will be identified every 3 years, in conjunction with the District's CAP.<br><br>**Method:** Conduct and maintain an equipment inventory and perform an investigation into emerging zero and near-zero technologies and submit a report to the District. Additional requirements if project reaches 4,000,000 MT in throughput | **Implementation:** Project Proponent<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| non-drayage trucks, yard equipment, assist and ocean-going tugs, ocean-going vessels, bulk material handling equipment, and any other type of cargo handling equipment. The purpose of the inventory is to track emissions and equipment at TAMT and to assist in technological reviews, as described below.<br>To promote new emission control technologies, the San Diego Unified Port District will perform a Periodic Technology Review annually. The Periodic Technology Review will coincide with monitoring and reporting pursuant to the San Diego Unified Port District's Climate Action Plan, and will include the following:<br>1. Develop and maintain an inventory of equipment in operation at the TAMT that generates criteria pollutant, toxic air contaminant, and greenhouse gas emissions, including the equipment model year, model name, and annual hours of operation, based on the annual tenant inventories submitted to the San Diego Unified Port District as described above.<br>2. Identify and assist with enforcement of changes to emission regulations for heavy-duty trucks, yard equipment, tugs, vessels, bulk handling equipment, and other equipment that generates criterial pollutant, toxic air contaminant, and greenhouse gas emissions.<br>3. Identify, and assist with implementation of, any feasible new emissions-reduction technologies that may reduce emissions at the project site, including technologies applicable to heavy-duty trucks, yard equipment, tugs, vessels, and bulk handling equipment.<br>4. Collaborate with the California Air Resources Board and San Diego Air Pollution Control District to ensure these technologies are available and to identify funding opportunities, including funding from the Prop 1B: Good Movement Emission Reduction Program, among others.<br>5. Prioritize older equipment in operation at the TAMT that generates the highest levels of criterial pollutant, toxic air contaminant, and greenhouse gas emissions to be replaced based on the level of emissions and cost-effectiveness of the emissions reduction (i.e., biggest reduction per dollar), and identify implementation mechanisms including, but not limited to, tenant- | | |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| based improvements, grant programs, or a combination thereof, based on regulatory requirements and the feasibility analyses specified in paragraph 3 above. Use the Carl Moyer Program, or similar cost-effectiveness criteria, to assess the economic feasibility (e.g., cost effectiveness) of the identified new technologies.<br>6. Ensure that any upgraded or retired equipment is accounted for as part of the San Diego Unified Port District's Maritime Emissions Inventory and Climate Action Plan.<br>If Periodic Technology Review identifies new technology that will be effective in reducing emissions compared to the equipment in operation at the time of the review, and the San Diego Unified Port District determines that installation or use of the technology is feasible, the San Diego Unified Port District shall require the use of such technology as a condition of any discretionary approval issued by the San Diego Unified Port District for any new, expanded, or extended operations at the TAMT. Furthermore, the District and/or project proponent must demonstrate that emissions of volatile organic compounds (VOCs) would be less than 75 pounds per day on a peak day once cargo throughput exceeds 4,000,000 metric tons annually. If technological advancements are unable to reduce VOC emissions to 75 pounds per day or less on a peak day, then the District shall limit the number of vessels allowed to no more than three on a peak day once total throughput exceeds 4,000,000 metric tons annually. These operational restrictions will ensure that VOC emissions do not exceed threshold standards established by the San Diego Air Pollution Control District. Verification of compliance with this measure is the responsibility of the District. | | |
| **MM-AQ-8: Implement Exhaust Emissions Reduction Program at the Tenth Avenue Marine Terminal.** The San Diego Unified Port District shall implement a program at the TAMT by January 1, 2020 to further reduce emissions from terminal-wide emissions sources.<br>A. The program shall be implemented through the Coastal Development Permit process; the tenant leasing process, including the issuance of new, extended, or amended leases; and other short-term real estate agreements at the TAMT.<br>B. The program shall be focused on incentives to reduce criteria | **Timing:** Prior to January 1, 2020<br><br>**Method:** Develop and implement an exhaust reduction program for TAMT | **Implementation:** District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| pollutant, toxic air contaminant, and greenhouse gas emissions by attracting clean vessels, trucks, and equipment to the TAMT—including but not limited to vessels that use shore power while at berth, zero and near-zero emission cargo handling equipment technologies, energy efficiency measures, or renewable energy—and by otherwise incorporating technological and operational practices that reduce criteria pollutant, toxic air contaminant, and greenhouse gas emissions from terminal operations beyond existing regulatory requirements. The program shall include specific incentives for existing and future tenants, which may include but are not limited to: an extended lease term, expedited permit processing, reduced permit fees, and eligibility for grants or other financial assistance. The nature and extent of such incentives will be based on an emissions reduction schedule established by the San Diego Unified Port District for criteria pollutants, toxic air contaminants, and greenhouse gas emissions.<br>C. The program shall identify specific emission reduction equipment and practices that may qualify for incentives, which may include but not be limited to the following.<br>• Vessels: Demonstrate that at least 50 percent of annual vessel calls will be equipped with Tier II or better main and auxiliary engines, as defined by International Convention for the Prevention of Pollution from Ships Annex VI 2008 regulations or other standards set forth by the International Convention for the Prevention of Pollution from Ships, U.S. Environmental Protection Agency, or the California Air Resources Board in the future.<br>• Vessel Hoteling: Demonstrate that vessel calls will use shore power or a California Air Resources Board–approved alternative emission capture and control system or install a shore power or California Air Resources Board–approved alternative emission capture and control system for the purpose of reducing ocean-going vessel hoteling emissions.<br>• Heavy-Duty Trucks: Demonstrate that at least 50 percent of annual cargo throughput will be transported with zero/near-zero emission trucks, hybrid trucks, and/or other alternative truck technologies. To qualify, the trucks must result in | | |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| emission reductions greater than those required by state and federal regulatory agencies at the time of project approval.<br>• Switch and Line Haul Locomotives: Demonstrate that at least 50 percent of annual cargo will be transported with Tier 3 or above locomotive engines for line-haul, as defined by the U.S. Environmental Protection Agency in 2008 (73 Federal Register 88 25098–25352), and a Tier 3 or above switcher or railcar mover for switching activity at both the terminal and yard.<br>• Terminal Infrastructure: Install electric charging stations and/or other terminal infrastructure and equipment that support and facilitate zero or near-zero emission technologies. | | |
| **MM-AQ-9: Use of At-Berth Emission Capture and/or Control System to Reduce Vessel Hoteling Emissions.** The San Diego Unified Port District shall require the use of an At-Berth Emission Capture and/or Control System (i.e., Bonnet System) to reduce vessel hoteling emissions prior to terminal-related emissions reaching a cancer risk of 10 per million at the maximally exposed sensitive receptor location. Based on the Health Risk Assessment for the TAMT Redevelopment Plan Environmental Impact Report, an At-Berth Emission Capture and/or Control System shall be required prior to reaching an annual throughput of 691,418 metric tons for dry bulk, assuming no growth in multi-purpose general cargo; an annual throughput of 356,666 metric tons for multi-purpose general cargo (including break bulk, neobulk, roll-on/roll-off, and other non-container, non-dry bulk cargo, and non-liquid bulk cargo), assuming no growth in dry bulk; or any combination of dry bulk and multi-purpose general cargo throughput of 691,418 metric tons, whichever occurs first. The San Diego Unified Port District shall either install directly or enter into a contract with an entity that provides the emission capture and/or control system or an equivalent alternative technology, to reduce emissions from vessels that are unable to cold iron at TAMT or are exempt from the California Air Resources Board's at-berth regulation. The San Diego Unified Port District may charge a fee for the use of an Emissions Capture and Control System (or an alternative at-berth system that reduces vessel hoteling emissions) | **Timing:** Prior to reaching specific throughput numbers indicated within the measure<br><br>**Method:** Use of an At-Berth Emission Capture and/or Control System (i.e., Bonnet System) to reduce vessel hoteling emissions (or an alternative at-berth system that reduces vessel hoteling emissions at an equivalent level) | **Implementation:** Project Proponent; District<br><br>**Monitoring and Reporting:** Qualified agent, approved by the District, Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| based on the vessel type and the length of its stay. The system shall be a technology that has been approved by the California Air Resources Board and meets the requirements set forth in the California Air Resources Board's at-berth regulations. If the San Diego Unified Port District determines the need for an Emissions Capture and Control System (or an alternative at-berth system that reduces vessel hoteling emissions) prior to, or later than, the throughput figures listed above, or if shore power or other future regulatory requirements are able to reduce vessel hoteling emissions, then the requirement for the At-Berth Emission Capture and/or Control System shall be updated and adjusted accordingly, at the San Diego Unified Port District's discretion.<br>All vessels that are not shore-power equipped shall use the Emission Capture and/or Control System (or an alternative at-berth system that reduces vessel hoteling emissions at an equivalent level), provided there are no operational limitations and it is not being used by another vessel. If the Emission Capture and/or Control System is operationally unable to connect to an at-berth vessel or if it is being used by another vessel, multi-purpose/general cargo or dry bulk vessels will be allowed to berth without it. | | |
| **Biological Resources** | | |
| **Demolition and Initial Rail Component** | | |
| **MM-BIO-1: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Survey.** To ensure compliance with the MBTA and similar provisions under the California Fish and Game Code, the project proponent in direct coordination with the general contractor shall conduct demolition of Transit Shed #1, Transit Shed #2, Warehouse C, the molasses tanks, and other existing structures during the non-breeding season (between September 1 and January 31) or shall implement the following.<br>• If demolition of a structure is scheduled to occur between February 1 and August 31, the project proponent shall retain a qualified biologist (with knowledge of the species to be surveyed) who shall conduct a focused nesting survey prior to demolition of any structures within 1 week of scheduled demolition. A qualified biologist is a person who, by reason of his or her knowledge of the natural sciences and the principles of wildlife biology, acquired by | **Timing:** Prior to demolition of any structures within 1 week of scheduled demolition/construction<br><br>**Method:** Conduct nesting bird surveys if construction occurs between February 1 and August 31 | **Implementation:** Project Proponent, Construction Manager, and General Contractor<br><br>**Monitoring and Reporting:** Qualified agent, approved by the District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| wildlife biology education and experience, performs services including, but not limited to, consultation investigation, surveying, evaluation, planning, or responsible supervision of wildlife biology activities when those professional services require the application of biology principles and techniques.<br>• The survey to look for active nests shall be conducted and results reported in writing to the District for review and approval prior to the commencement of any demolition or construction activities on the project site. The survey shall occur between sunrise and 12:00 p.m., when birds are most active. If no active nests are detected during these survey, the biologist will prepare a letter report to the District documenting the results of the survey. If there is a delay of more than 7 days between when the nesting bird survey is performed and demolition begins, the qualified biologist shall confirm in writing to the District that he/she has resurveyed the structure proposed for demolition and that no new nests have been established.<br>• If the survey confirms an active nest on any of the structures to be demolished, demolition of the structure shall not occur until after a qualified biologist determines that the nest is no longer active or that the young have fledged. | | |
| **MM-BIO-2: Avoid Bat Maternity Roosts or Conduct Preconstruction Maternity Bat Roost Survey.** If demolition of any structures is scheduled during the bat maternity season when reproductively active females and dependent young could be present (between April 15 and August 31), a qualified biologist (as defined under **MM-BIO-1** and with knowledge of the species to be surveyed) shall conduct a preconstruction survey to determine whether bats are present. The survey shall examine potential suitable roost sites for evidence of bat presence (presence of bats, guano, or urine stains), and it shall be conducted no more than 7 days prior to demolition of the structures. If no active maternity roosts are detected during these survey, the biologist will prepare a letter report to the District documenting the results of the survey. The survey shall be submitted in writing to the District for review and approval prior to the commencement of any demolition activities on the project site. If the biologist determines that the area surveyed does not contain any | **Timing:** No more than 7 days prior to demolition<br><br>**Method:** Conduct maternity bat roost surveys if construction occurs between April 15 and August 31 | **Implementation:** Project Proponent, Construction Manager, and General Contractor<br><br>**Monitoring and Reporting:** Qualified agent, approved by the District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| active maternity roosts, demolition may commence. If active maternity roosts are found, demolition of the structure shall be postponed and roosting structures shall be retained until a qualified biologist has determined that the maternity roost is no longer active and the young can take care of themselves. The need for a construction buffer shall be determined through consultation among the qualified biologist, the District, and CDFW. | | |
| **Full TAMT Plan Buildout** | | |
| Implement **MM-BIO-1** | **Timing:** Prior to demolition of any structures within 1 week of scheduled demolition/construction<br><br>**Method:** Conduct nesting bird surveys if construction occurs between February 1 and August 31 | **Implementation:** Project Proponent, Construction Manager, and General Contractor<br><br>**Monitoring and Reporting:** Qualified agent, approved by the District, Project Proponent<br><br>**Verification:** District |
| Implement **MM-BIO-2** | **Timing:** No more than 7 days prior to demolition<br><br>**Method:** Conduct maternity bat roost surveys if construction occurs between April 15 and August 31 | **Implementation:** Project Proponent, Construction Manager, and General Contractor<br><br>**Monitoring and Reporting:** Qualified agent, approved by the District, Project Proponent<br><br>**Verification:** District |
| **Cultural Resources** | | |
| **Full TAMT Plan Buildout** | | |
| **MM-CUL-1: Archaeological Monitoring in Areas of Sensitivity**. To reduce potential impacts on CA-SDI-5931, all proposed grading, excavating, and geotechnical testing for the proposed project in the area of potential archaeological sensitivity shall be monitored by a qualified archaeologist(s), who meets the Secretary of the Interior's | **Timing:** Confirmed prior to the issuance of a grading permit; implemented during earthwork activities<br><br>**Method:** Monitoring by a qualified | **Implementation:** Project Proponent, Construction Manager, and General Contractor |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| Professional Qualifications Standards, as promulgated in 36 CFR 61, and a Native American cultural monitor, the latter of which has been requested by the Viejas Band of Kumeyaay Indians. The sensitive portion of the project area, where it is possible that artifacts associated with CA-SDI-5931 could be buried, is immediately east of Warehouse C and south and east of the silo complex and the rail car unloading building, as indicated on Figure 4.4-1. The sensitive area includes the molasses tanks, truck scale building, spur lines north, east, and south of the molasses tanks, and paved and unpaved parking areas near the Crosby Road entrance. The following additional conditions shall only apply to the sensitive portion of the project area indicated on Figure 4.4.-1 during earthwork activities, including grading and trenching.<br>• The Qualified Archaeologist shall participate in a preconstruction meeting to inform all personnel of the potential for historical archaeological materials to be encountered during ground-disturbing activities.<br>• If an isolated artifact or historic period deposit is discovered that requires salvaging, the Qualified Archaeologist shall have the authority to temporarily halt construction activities within 100 feet of the find and shall be given sufficient time to recover the item(s) and map its location with a global positioning system (GPS) device.<br>• If a potentially eligible Native American archaeological resource is discovered, the Qualified Archaeologist shall have the authority to temporarily halt construction activities within 100 feet of the find until a Qualified Archaeologist Principal Investigator (PI) makes a determination regarding the significance of the resource.<br>o The PI will notify the District to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required. If the resource is determined to be not significant, the PI shall submit a letter to the District indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.<br>o If the resource is determined to be significant, the PI shall submit an Archaeological Data Recovery Plan that has been | archaeologist(s) for historical archaeological resources | **Monitoring and Reporting:** Qualified archaeologist(s), approved by the District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| reviewed by the Native American consultant/monitor, and obtain written approval from the Port to complete data recovery. Impacts on significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume.<br>• The Qualified Archaeologist shall treat recovered items in accordance with current professional standards by properly determining provenance, cleaning, analyzing, researching, reporting, and curating them in a collection facility meeting the Secretary of the Interior's Standards, as promulgated in 36 CFR 79, such as the San Diego Archaeological Center.<br>Within 60 days after completion of the ground-disturbing activity, the Qualified Archaeologist shall prepare and submit a final report to the District for review and approval, which shall discuss the monitoring program and its results, and provide interpretations about the recovered materials, noting to the extent feasible each item's class, material, function, and origin. | | |
| **Greenhouse Gas Emissions and Climate Change** | | |
| **MM-GHG-1: Implement Diesel Emission-Reduction Measures During Construction and Operations of Future TAMT Plan Components.** The District shall implement the following measures during project construction and operations, subject to verification by the District.<br>i. All project proponents shall limit all equipment, drayage, and delivery truck idling times by shutting down equipment when not in use and reducing the maximum idling time to less than 3 minutes. The project proponent shall install clear signage regarding the limitation on idling time at the delivery driveway and loading areas and shall submit quarterly reports of violators to the District. This measure shall be enforced by terminal supervisors, and repeat violators shall be subject to penalties pursuant to California airborne toxics control measure 13 California Code of Regulations Section 2485. The project proponent shall submit evidence of the use of diesel reduction measures to the District through annual reporting, with the first report due 1 year from the date of project completion and each report due exactly 1 year after, noting all violations with relevant | **Timing:** During project construction and operations<br><br>**Method:** Implement specific diesel-reduction measures during construction and operations | **Implementation:** Project Proponent (during operation and construction), Construction Manager (during construction), and General Contractor (during construction)<br><br>**Monitoring and Reporting:** Qualified agent, approved by and reporting to the District, District's marine terminal supervisors, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| identifying information of the vehicles and drivers in violation of these measures.<br>ii. The project proponent shall verify that all construction and operations equipment is maintained and properly tuned in accordance with manufacturers' specifications. Prior to the commencement of construction and operations activities using diesel-powered vehicles or equipment, the project proponent shall verify that all vehicles and equipment have been checked by a certified mechanic and determined to be running in proper condition prior to admittance into TAMT. The project proponent shall submit a report by the certified mechanic of the condition of the construction and operations vehicles and equipment to the District prior to commencement of their use. | | |
| **MM-GHG-2: Comply with San Diego Unified Port District Climate Action Plan Measures**. Prior to approval of all discretionary actions and/or Coastal Development Permits, the project proponent shall be required to implement the following measures to be consistent with the Climate Action Plan.<br>• Vessels shall comply with the District's voluntary vessel speed reduction program, which targets 80 percent compliance.<br>• Eligible vessels shall comply with ARB's at-berth regulation that requires shore power or alternative control technology regulation for 80 percent of eligible calls by 2020, minus idle time to clear customs consistent with California Air Resources Board regulations. This is a project feature made into a mitigation measure to ensure compliance.<br>• Designated truck haul routes shall be used, and the project proponent shall decrease onsite movements where practicable.<br>• No commercial drive-through shall be implemented.<br>• Compliance with Assembly Bill 939 and the City of San Diego's Recycling Ordinance shall be mandatory and shall include recycling at least 50 percent of solid waste; compliance with the City of San Diego's Construction and Demolition Debris Deposit Ordinance shall be mandatory and shall include recycling at least 50 percent of all construction debris. This measure shall be applied during construction and operation of the proposed | **Timing:** Confirmation of intent and capability to implement prior to approval of all discretionary actions and/or Coastal Development Permits<br><br>**Method:** Implement specific measures designed to be consistent with the District's CAP | **Implementation:** Project Proponent, District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| project.<br>• Light fixtures shall be replaced with lower-energy bulbs such as fluorescent, Light-Emitting Diodes (LEDs), Compact Fluorescent Lights (CFLs), or the most energy-efficient lighting that meets required lighting standards and is commercially available.<br>Implementation of Climate Action Plan measures will be included as part of any discretionary actions and/or Coastal Development Permit(s) associated with this project. Evidence of implementation and compliance with this mitigation measure shall be provided to the District by the project proponent on an annual basis through 2035 (buildout of the TAMT plan). | | |
| **MM-GHG-3: Electric Cargo-Handling Equipment Upgrades.** Prior to January 1, 2020, the San Diego Unified Port District shall ensure that at least three pieces of existing non-electric cargo-handling equipment (CHE) at the terminal are replaced by electric CHE, none of which were previously operating at the terminal during the 2013/2014 baseline year of the EIR analysis. Possible ways the electric CHE may be obtained include, but are not limited to, the following:<br>1. Purchased, leased, or otherwise acquired, in whole or in part, through funding provided to a tenant by the San Diego Unified Port District; or<br>2. Purchased, leased, or otherwise acquired, in whole or in part, through funding provided to a tenant by other sources; or<br>3. Purchased, leased, or otherwise acquired, in whole or in part, by the tenant in compliance with the condition of a discretionary approval issued by the San Diego Unified Port District.<br>Written evidence of the acquisition of the electric CHE equipment and the equipment it will replace and remove from further operation at the terminal must be provided to the San Diego Unified Port District. The San Diego Unified Port District shall further ensure that the electric CHE is in use at each of the three nodes throughout the expected operating life. This will be accomplished by requiring each tenant that employs electric CHE pursuant to this measure to report the equipment's annual number of hours of operation to the San Diego Unified Port District and by requiring the San Diego Unified Port District to monitor use of the electric CHE as part of the San Diego | **Timing:** During project implementation, prior to January 1, 2020<br><br>**Method:** Secure funding for and operate three pieces of electric CHE by January 1, 2020 | **Implementation:** Project Proponent or District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| Unified Port District's TAMT equipment inventory.<br>The electric equipment employed pursuant to this mitigation measure may be replaced by other technologies or other types of CHE as long as the replacement equipment achieves the same or greater criteria pollutant, toxic air contaminant, and greenhouse gas emission reductions as compared to the equipment required by this mitigation measure. | | |
| **MM-GHG-4: Electric Cargo-Handling Equipment Upgrades.** In addition to the requirements in MM-GHG-3, this measure has multiple steps for compliance, as specified below.<br>A. Implement MM-GHG-3. The three electric cargo-handling equipment pieces required in MM-GHG-3 will continue to be operational through 2035.<br>B. Prior to January 1, 2025, the San Diego Unified Port District also shall ensure that no fewer than 20 non-electric yard trucks in operation are replaced at the TAMT by 20 electric yard trucks. Possible ways the electric yard trucks may be obtained include, but are not limited to, the following:<br>1. Purchased, leased, or otherwise acquired, in whole or in part, through funding provided to a tenant by the San Diego Unified Port District; or<br>2. Purchased, leased, or otherwise acquired, in whole or in part, through funding provided to a tenant by other sources; or<br>3. Purchased, leased, or otherwise acquired, in whole or in part, by the tenant in compliance with the condition of a discretionary approval issued by the San Diego Unified Port District.<br>Written evidence of the acquisition of the electric yard trucks, and the non-electric yard trucks they will replace and remove from further operation at the terminal, must be provided to the San Diego Unified Port District. The San Diego Unified Port District shall further ensure that the electric yard trucks are in use at the TAMT throughout the expected operating life of the equipment. Each tenant that employs electric trucks pursuant to this measure shall report the equipment's annual number of hours of operation to the San Diego Unified Port District and the San Diego Unified Port District shall monitor use of the electric trucks as part of the | **Timing:** Prior to January 1, 2025, and again prior to January 1, 2030<br><br>**Method:** By January 1, 2025, ensure that no fewer than 20 non-electric yard trucks in operation are replaced at the TAMT by 20 electric yard trucks. By January 1, 2030, ensure that no fewer than three existing non-electric reach stackers and ten non-electric forklifts in operation are replaced at the TAMT by three fully electric reach stackers and ten fully electric forklifts | **Implementation:** Project Proponent or District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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San Diego Unified Port District's TAMT equipment inventory.

C. Prior to January 1, 2030, the San Diego Unified Port District also shall ensure that no fewer than three existing non-electric reach stackers and ten non-electric forklifts in operation are replaced at the TAMT by three fully electric reach stackers and ten fully electric forklifts. Possible ways the electric reach stackers and forklifts may be obtained include, but are not limited to:

   1. Purchased, leased, or acquired, in whole or in part, through funding provided to the tenant by the San Diego Unified Port District; or
   2. Purchased, leased, or acquired, in whole or in part, through funding provided to the tenant by other sources; or
   3. Purchased, leased, or otherwise acquired, in whole or in part, by the tenant in compliance with a condition of a discretionary approval issued by the San Diego Unified Port District.

   Written evidence of the acquisition of the three electric reach stackers and ten electric forklifts and the conventional equipment they will replace and remove from further operation at the terminal must be provided to the San Diego Unified Port District. The San Diego Unified Port District shall further ensure that the electric reach stackers and forklifts are in use at the TAMT throughout the expected operating life of the equipment. Each tenant that employs electric reach stackers or electric forklifts pursuant to this measure shall report the equipment's annual number of hours of operation to the San Diego Unified Port District and the San Diego Unified Port District shall monitor use of the electric reach stackers and forklifts as part of the San Diego Unified Port District's TAMT equipment inventory.

D. The electric equipment employed pursuant to paragraphs A, B, and/or C of this mitigation measure may be replaced by other technologies or other types of cargo-handling equipment as long as the replacement equipment achieves the same or greater criteria pollutant, toxic air contaminant, and greenhouse gas emission reductions as compared to the equipment required by paragraphs A, B, and/or C of this mitigation measure.

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| **MM-GHG-5: Implement Vessel Speed Reduction Program Beyond Climate Action Plan Compliance for Future Operations Associated with the TAMT Plan.** Every quarter following approval of the first discretionary action approval and/or issuance of the first Coastal Development Permit associated with a future project proposed under the TAMT plan, whichever occurs first, the project proponent shall provide a report of the annual vessel activity and throughput by cargo node to date and the projected total throughput for the previous 6 months to the San Diego Unified Port District's Planning & Green Port Department. Prior to the annual vessel calls reaching 91 calls (76 new calls over existing) for dry bulk, 117 calls (60 new calls over existing) for refrigerated containers, and 96 calls (68 new calls over existing) for multi-purpose general cargo under the MPC scenario or 79 calls [64 new calls over existing] for dry bulk, 98 calls [41 new calls over existing] for refrigerated containers, and 78 calls [50 new calls over existing] for multi-purpose general cargo under the STC Alternative, or beginning January 1, 2030 for all vessels irrespective of the number of calls occurring on an annual basis, whichever occurs first, the project proponent shall implement vessel speed reduction measures to reduce the project's criteria pollutant emissions. The program shall require that 90 percent of the vessels calling at the project site reduce their speeds to 12 knots starting at 40 nautical miles from Point Loma. Due to the international border to the south and ARB limit for rulemaking 24 nautical miles from the coastline, some vessel calls travel within the San Diego Air Basin for less than 40 nautical miles. For those vessel calls that travel within the San Diego Air Basin for less than 40 nautical miles, vessel operators are required to reduce their speeds to 12 knots at the point those vessels enter the San Diego Air Basin and maintain speeds of 12 knots over the entire distance to/from Point Loma. To be compliant with the vessel speed limit, the vessel's weighted average speed shall be 12 knots or less from the 40-nautical-mile latitude and longitude positions on each respective route to/from Point Loma.<br>Implementation of this vessel speed reduction program will be required as part of any discretionary action and/or Coastal Development Permit(s) associated with the TAMT plan. Evidence of implementation and compliance with this mitigation measure shall be provided to the San Diego Unified Port District's Planning & Green | **Timing:** Every quarter following approval of the first discretionary action approval and/or issuance of the first Coastal Development Permit associated with a future project proposed under the TAMT plan, whichever occurs first<br><br>**Method:** Implement vessel speed reduction measures to reduce the project's net-new GHG emissions. Provide evidence of implementation and compliance with this mitigation measure | **Implementation:** Project Proponent, District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| Port Department on a quarterly basis through 2035 (buildout of the TAMT plan). The San Diego Unified Port District will verify compliance through analysis of Automatic Identification System data or by requesting a vessel's Electronic Chart Display Identification System log from the captain. | | |
| **MM-GHG-6: Implement a Renewable Energy Project or Purchase the Equivalent Greenhouse Gas Offsets from a California Air Resources Board Approved Registry or a Locally Approved Equivalent Program for Future Operations Associated with the TAMT Plan.** Prior to the any discretionary approvals and/or issuance of a Coastal Development Permit(s), the project proponents of future components considered in the TAMT plan shall incorporate renewable energy within the TAMT or within/adjacent to areas of the San Diego Unified Port District's jurisdiction; otherwise, the project proponents shall purchase greenhouse gas reduction credits as specified herein to achieve requisite reductions to meet the 2035 reduction target. This requirement may include a micro-grid or similar type of energy management system to help distribute the loads and/or assist in energy storage. To meet the 2035 reduction target at full TAMT plan buildout (using full-buildout throughput numbers listed in Table 3-3 of Chapter 3, *Project Description*), the renewable energy project must offset 27,625 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year or 130,751 megawatt-hours per year (MWh/year) or the equivalent amount of greenhouse gas offsets under the MPC scenario or 18,206 $MTCO_2e$ per year or 86,172 MWh/year or the equivalent amount of greenhouse gas offsets under the STC Alternative.<br>Because it is unknown if the full buildout will ever be achieved given it is based on market demand, the amount of greenhouse gas offsets (whether from renewable energy or purchasing of offsets) per project proposed under the TAMT plan must reduce its fair share of the full buildout GHG emissions amount (i.e., fair share of 27,625 $MTCO_2e$ under the MPC scenario or 18,206 $MTCO_2e$ under the STC Alternative), which shall be calculated over the entire life of the project proponent's lease agreement with the District or (if no lease) over the life of the project. As such, a calculation of the greenhouse gas emissions that would be generated by a project proponent's project | **Timing:** Prior to any discretionary approvals and/or issuance of a Coastal Development Permit(s), proponent must show how compliance will be achieved<br><br>**Method:** (1) Incorporate renewable energy within the TAMT, within other areas of the District's jurisdiction, or within the community adjacent (City of San Diego) that achieves the amount of MWh/year of renewable energy identified in the measure<br><br>Or<br><br>(2) Demonstrate and provide evidence that the equivalent amounts of GHG offsets, as indicated in the measure, have been achieved<br><br>Or<br><br>(3) Purchase the equivalent amount of greenhouse gas offsets from a California Air Resources Board approved registry, or a locally approved equivalent program | **Implementation:** Project Proponent, District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| over the life of the lease at the TAMT or the project life is required to determine the sufficient amount of renewable energy mitigation or greenhouse gas offsets. This proportion shall be based on anticipated throughput of the project proposed under the TAMT plan and shall include all potential emission sources (e.g., trucks, vessels, employees, cargo handling equipment). Evidence shall be submitted to the District prior to the commencement of construction activities.<br>Because it is unknown how "solar ready" the available rooftop areas are within the TAMT, once at the design phase, the renewable energy project may be determined infeasible. Should this determination of infeasibility be made by the San Diego Unified Port District after considering evidence submitted by the project proponent related to any structural limitations (i.e., the rooftops cannot support a renewable energy system), then three additional options are available, listed here in order of priority. The San Diego Unified Port District shall either require the renewable energy project to be built off site within the San Diego Unified Port District's jurisdiction, or within the adjacent community (City of San Diego), or shall require the proponent to purchase the equivalent amount of greenhouse gas offsets from a California Air Resources Board approved registry, or a locally approved equivalent program. The selected option or a combination of the above-mentioned options must achieve a total annual reduction of 27,625 $MTCO_2e$ at full TAMT plan buildout under the MPC scenario or 18,206 $MTCO_2e$ under the STC Alternative assuming throughput numbers are reached by this point in time. Otherwise, the reduction amount will be proportional to the growth experienced at the TAMT, achieve the same reductions noted in the analysis, and scaled to the actual growth that occurs. | | |
| **MM-GHG-7**: **Annual Inventory Submittal and Periodic Technology Review.** The San Diego Unified Port District regularly monitors technologies for reducing air emissions as part of its Climate Action Plan (CAP) and long-range sustainability goals, which encourages the San Diego Unified Port District and its tenants to use cleaner technologies over time as they become available and feasible. As a condition of approval of any new or amended real estate agreement or Coastal Development Permit, the San Diego Unified Port District shall require the project proponent to submit to the San Diego Unified Port | **Timing:** See timing under MM-AQ-7<br><br>**Method:** Conduct and maintain an equipment inventory and perform an investigation into emerging zero and near-zero technologies and submit a report to the District. Additional requirements if project reaches 4,000,000 MT in throughput | **Implementation:** Project Proponent<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| District an annual inventory of all equipment that generates criteria pollutant, toxic air contaminant, and greenhouse gas emissions operated by the project proponent at the TAMT throughout the life of the lease up to 2035 (buildout of the TAMT plan). The equipment inventory shall include the year, make, and model of the equipment that was used in the previous year, including annual hours of operation for each piece of equipment, including but not limited to heavy duty drayage and non-drayage trucks, yard equipment, assist and ocean going tugs, ocean going vessels, bulk material handling equipment, and/or any other type of cargo handling equipment. The purpose of the inventory is to track emissions and equipment at TAMT and to assist in technological reviews, as described below,<br>To promote new emission control technologies, the San Diego Unified Port District will perform a Periodic Technology Review (PTR) annually. The PTR will coincide with monitoring and reporting pursuant to the San Diego Unified Port District's CAP, and will include the following:<br>1. Develop and maintain an inventory of equipment in operation at the TAMT that generates criteria pollutant, toxic air contaminant, and greenhouse gas emissions, including the equipment model year, model name, and annual hours of operation, based on the annual tenant inventories submitted to the San Diego Unified Port District as described above.<br>2. Identify and assist with enforcement of changes to emission regulations for heavy-duty trucks, yard equipment, tugs, vessels, bulk handling equipment, and other equipment that generates criteria pollutant, toxic air contaminant, and greenhouse gas emissions.<br>3. Identify, and assist with implementation of, any feasible new emissions-reduction technologies that may reduce emissions at the project site, including technologies applicable to heavy-duty trucks, yard equipment, tugs, vessels, and bulk handling equipment.<br>4. Collaborate with the California Air Resources Board and San Diego Air Pollution Control District to ensure these technologies are available and to identify funding opportunities, including funding from the Prop 1B: Good Movement Emission Reduction | | |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| Program, among others.<br>5. Prioritize older equipment in operation at the TAMT that generates the highest levels of criteria pollutant, toxic air contaminant, and greenhouse gas emissions to be replaced based on the level of emissions and cost effectiveness of the emissions reduction (i.e., biggest reduction per dollar), and identify implementation mechanisms including, but not limited to, tenant-based improvements, grant programs, and/or a combination thereof, based on regulatory requirements and the feasibility analyses specified in paragraph 3 above. Utilize the Carl Moyer Program, or similar cost-effectiveness criteria, to assess the economic feasibility (e.g., cost effectiveness) of the identified new technologies.<br>6. Ensure that any upgraded and/or retired equipment is accounted for as part of the San Diego Unified Port District's Maritime Emissions Inventory and Climate Action Plan.<br>If Periodic Technology Review identifies new technology that will be effective in reducing emissions compared to the equipment in operation at the time of the review, and the San Diego Unified Port District determines that installation or use of the technology is feasible, the San Diego Unified Port District shall require the use of such technology as a condition of any discretionary approval issued by the San Diego Unified Port District for any new, expanded, or extended operations at the TAMT. Furthermore, the District and/or project proponent must demonstrate that emissions of volatile organic compounds (VOCs) would be less than 75 pounds per day on a peak day once cargo throughput exceeds 4,000,000 metric tons annually. If technological advancements are unable to reduce VOC emissions to 75 pounds per day or less on a peak day, then the District shall limit the number of vessels allowed to no more than three on a peak day once total throughput exceeds 4,000,000 metric tons annually. These operational restrictions will ensure that VOC emissions do not exceed threshold standards established by the San Diego Air Pollution Control District. Verification of compliance with this measure is the responsibility of the District. | | |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| **MM-GHG-8: Exhaust Emissions Reduction Program at the Tenth Avenue Marine Terminal.** The San Diego Unified Port District shall implement a program at the TAMT by January 1, 2020 to further reduce emissions from terminal-wide emissions sources.<br>A. The program shall be implemented through the Coastal Development Permit process, the tenant leasing process, including the issuance of new, extended or amended leases, and other short-term real estate agreements at the TAMT.<br>B. The program shall be focused on incentives to reduce criteria pollutant, toxic air contaminant, and greenhouse gas emissions by attracting clean vessels, trucks, and equipment to the TAMT, including but not limited to vessels that utilize shore power while at berth, zero and near-zero emission cargo handling equipment technologies, energy efficiency measures and/or renewable energy, and by otherwise incorporating technological and operational practices that reduce criteria pollutant, toxic air contaminant, and greenhouse gas emissions from terminal operations beyond existing regulatory requirements. The program shall include specific incentives for existing and future tenants, which may include but is not limited to an extended lease term, expedited permit processing, reduced permit fees, and eligibility for grants or other financial assistance. The nature and extent of such incentives will be based on an emissions reduction schedule established by the San Diego Unified Port District for criteria pollutants, toxic air contaminants, and greenhouse gas emissions.<br>C. The program shall identify specific emission-reduction equipment and practices that may qualify for incentives, which may include but not be limited to the following.<br>o Vessels: Demonstrate that at least 50% of annual vessel calls will be equipped with Tier II or better main and auxiliary engines, as defined by the International Convention for the Prevention of Pollution from Ships Annex VI 2008 regulations or other standards set forth by the International Convention for the Prevention of Pollution from Ships, the U.S. Environmental Protection Agency, and/or California Air Resources Board in the future. | **Timing:** Prior to January 1, 2020<br><br>**Method:** Develop and implement an exhaust reduction program for TAMT | **Implementation:** District<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| ○ Vessel Hoteling: Demonstrate that vessel calls will utilize shore power or a California Air Resources Board-approved alternative emission capture and control system or install a shore power or California Air Resources Board-approved alternative emission capture and control system for the purpose of reducing ocean-going vessel hoteling emissions.<br>○ Heavy-Duty Trucks: Demonstrate that at least 50% of annual cargo throughput will be transported with zero/near-zero emission trucks, hybrid trucks, and/or other alternative truck technologies. To qualify, the trucks must result in emission reductions greater than those required by state and federal regulatory agencies at the time of project approval.<br>○ Switch and Line Haul Locomotives: Demonstrate that at least 50% of annual cargo will be transported with Tier 3 or above locomotive engines for line haul, as defined by the U.S. Environmental Protection Agency in 2008 (73 *Federal Register* 88 25098–25352), and a Tier 3 or above switcher or railcar mover for switching activity at both the terminal and yard.<br>○ Terminal Infrastructure: Install electric charging stations and/or other terminal infrastructure and equipment that support and facilitate zero or near-zero emission technologies. | | |
| **MM-GHG-9: Use of At-Berth Emission Capture and/or Control System to Reduce Vessel Hoteling Emissions.** The San Diego Unified Port District shall require the use of an At-Berth Emission Capture and/or Control System (i.e., bonnet system) to reduce vessel hoteling emissions prior to terminal-related emissions reaching a cancer risk of 10 per million at the maximally exposed sensitive receptor location. Based on the Health Risk Assessment, located in Section 4.2 of the TAMT Redevelopment Plan Environmental Impact Report, an At-Berth Emission Capture and/or Control System shall be required prior to reaching an annual throughput of 691,418 metric tons for dry bulk assuming no growth in multi-purpose general cargo, or an annual throughput of 356,666 metric tons for multi-purpose general cargo (includes break bulk, neobulk, roll-on/roll-off, and other non-container, non-dry bulk cargo, and non-liquid bulk cargo) | **Timing:** Prior to reaching specific throughput numbers indicated within the measure<br><br>**Method:** Use of an At-Berth Emission Capture and/or Control System (i.e., Bonnet System) to reduce vessel hoteling emissions (or an alternative at-berth system that reduces vessel hoteling emissions at an equivalent level) | **Implementation:** Project Proponent; District<br><br>**Monitoring and Reporting:** Qualified agent, approved by the District, Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| assuming no growth in dry bulk, or a combined annual throughput of 691,418 metric tons for the dry bulk and multi-purpose/general cargo nodes, whichever occurs first. The San Diego Unified Port District shall either install directly or enter into a contract with an entity that provides the Emission Capture and/or Control System or an equivalent alternative technology, to reduce emissions from vessels that are unable to cold iron at TAMT and/or are exempt from the California Air Resources Board's at-berth regulation. The San Diego Unified Port District may charge a fee for the use of an Emissions Capture and Control System (or an alternative at-berth system that reduces vessel hoteling emissions) based on the vessel type and the length of its stay. The system shall be a technology that has been approved by the California Air Resources Board, and meets the requirements set forth in the California Air Resources Board's at-berth regulations. If the San Diego Unified Port District determines the need for an Emissions Capture and Control System (or an alternative at-berth system that reduces vessel hoteling emissions) prior to, or later than, the throughput figures listed above, or if shore power or other future regulatory requirements are able to reduce vessel hoteling emissions, then the requirement for the At-Berth Emission Capture and/or Control System shall be updated and adjusted accordingly, at the San Diego Unified Port District's discretion.<br>All vessels that are not shore-power equipped shall use the Emission Capture and Control System (or an alternative at-berth system that reduces vessel hoteling emissions at an equivalent level), provided there are no operational limitations and it is not being used by another vessel. If the Emission Capture and Control System is operationally unable to connect to an at-berth vessel, or if it is being used by another vessel, multi-purpose/general cargo and/or dry bulk vessels will be allowed to berth without it. | | |
| **Hazards and Hazardous Materials** | | |
| **Demolition and Initial Rail Component** | | |
| **MM-HAZ-1: Compliance with Soil Management Plan.** Prior to approval of the project grading plans and the commencement of any construction activities that would disturb the soil, the District or tenant, whichever is appropriate, and the contractor (collectively "Contractor") shall demonstrate compliance with the *10th Avenue* | **Timing:** Prior to the issuance of grading permits and during earthwork<br><br>**Method:** Demonstrate compliance with the specific requirements of the *10th Avenue* | **Implementation:** District or Project Proponent, Construction Manager, and General Contractor |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| *Marine Terminal, San Diego, CA, Soil Management Plan, prepared by Tetra Tech EM, Inc., November 24, 2010* (Appendix J-1 of the Draft EIR) and consider the existing presence of the permitted underground storage tank on site (shown on Figure 4.7-1). Specifically, the Contractor shall demonstrate compliance with the following specific requirements of the plan including, but not limited to, the following.<br>Conduct Soil Testing. The Contractor shall comply with the excavated soil management techniques specified in the plan. The Contractor shall follow the soil sampling protocol and soil sampling objectives, and shall comply with the soil characterization methodology identified within the plan.<br>*Prepare and Implement a Community Health and Safety Program.* The Contractor shall develop and implement a site-specific Community Health and Safety Program (Program) that addresses the chemical constituents of concern for the project site. The guidelines of the Program shall be in accordance with the County of San Diego's Department of Environmental Health's Site Assessment and Mitigation Manual (2009) and Environmental Protection Agency. Program shall include detailed plans on air monitoring and other appropriate construction means and methods to minimize the public's and site workers' exposure to the chemical constituents. The contractor shall utilize a Certified Industrial Hygienist with significant experience with chemicals of concern on the project site to approve the Program and actively monitor compliance with the Program during construction activities.<br>*Complete Soil Disposal.* Any soil disturbed by construction activities shall be profiled and disposed of in accordance with California Administrative Code, Title 22, Division 4.5 requirements. If soils are determined to be appropriate for reuse, they may be exported to Chula Vista Bayfront Harbor District area for use as fill material, provided the area is not previously developed and not classified as an environmentally sensitive area. Several Chula Vista Bayfront Harbor District parcels that have been cleared through the environmental review process to be used as streets and surface parking and to support subsequent development have been identified as appropriate locations to receive soils deemed suitable for reuse in Appendix J-3.<br>If soils are determined to be hazardous and not suitable for reuse, | *Marine Terminal, San Diego, CA, Soil Management Plan, prepared by Tetra Tech EM, Inc., November 24, 2010* or as updated | **Monitoring and Reporting:** Qualified agent, approved by the District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| they shall be disposed of at a regulated Class I landfill. Soils shall be transported in accordance with the Soil Management Plan. Soils to be loaded into trucks for offsite disposal at a Class I landfill shall be moistened with a water spray or mist for dust control in accordance with Section 4.7, Dust Control, of the Soil Management Plan. If dust is visible, positive means shall be applied immediately to prevent airborne dust. Care shall be used to minimize the amount of water applied to soils that may contain elevated concentrations of contaminants.<br>Loaded truck beds shall be covered with a tarp or similar covering device during transportation to the disposal facility. The truck shall be decontaminated after the soil has been removed. The Contractor shall minimize excess water generated during truck decontamination to the extent possible and shall be responsible for proper disposal of any contaminated water generated during truck cleanout. | | |
| **MM-HAZ-2: Implement Engineering Controls and Best Management Practices during Construction.** Prior to construction, a site-specific Health and Safety Plan shall be prepared by the contractor and approved by a licensed California Certified Industrial Hygienist. The Health and Safety Plan shall be prepared per the requirements of 29 Code of Regulations 1910.120 and California Code of Regulations, Title 8, along with applicable federal, state, and local regulations and statutes. During construction, the contractor shall employ engineering controls and BMPs to minimize human exposure to potential contaminants, if encountered. Engineering controls and construction BMPs shall include but not be limited to the following.<br>• Where required by the Health and Safety Plan, the contractor employees working on site shall be certified in the Occupational Health and Safety Administration's 40-hour Hazardous Waste Operations and Emergency Response training.<br>• Contractor shall monitor the area around the construction site for fugitive vapor emissions with appropriate field screening instrumentation.<br>• Contractor shall monitor excavation through visual observation by a qualified hazardous materials specialist to look for readily noticeable evidence of contamination, such as staining or odor.<br>• Contractor shall water/mist soil as it is being excavated and | **Timing:** Prior to the issuance of construction permits and during construction<br><br>**Method:** Implement engineering controls and BMPs | **Implementation:** Project Proponent, Construction Manager, and General Contractor<br><br>**Monitoring and Reporting:** Qualified agent, approved by the District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| loaded onto transportation trucks.<br>• Contractor shall place any stockpiled soil in areas shielded from prevailing winds and shall cover all stockpiles to prevent soil from eroding.<br>Contactor shall thoroughly decontaminate all construction equipment that has encountered and/or handled lead-impacted soil prior to leaving the work site. | | |
| **Noise and Vibration** | | |
| **Full TAMT Plan Buildout** | | |
| **MM-NOI-1: Design and Implement Feasible Acoustical Treatments for Future Systems and Equipment to Reduce Operational Noise Levels at Nearby Noise-Sensitive Land Uses.** Because the potential components described in the buildout condition may only be analyzed at a program level at this time, the District shall retain a qualified acoustical professional, which is defined as someone who is practiced in the science of noise transmission and abatement for a minimum of 5 years in a professional capacity, to evaluate and design acoustical treatments for project facilities once system design plans are available. This shall include design plans for any proposed cranes, dry bulk discharge system, conveying system, loading systems, and buildings added to the terminal under the TAMT plan. The acoustical professional shall evaluate acoustical treatment measures for each piece of equipment or system described herein, individually and in combination with one another (to the extent design plans are available for others), to determine feasibility and the potential to reduce overall noise levels at nearby noise-sensitive receptors. Measures that are available (but not necessarily feasible) include, but are not limited to, the following.<br>• Installing equipment inside of acoustical enclosures, where feasible<br>• Installing intake and/or exhaust silencers, where feasible<br>• Using low-noise motors<br>• Placing sound barriers around noise-generating equipment<br>Each of these measures will be designed and evaluated for design feasibility, achievable noise reduction, and economic feasibility at noise-sensitive receiver locations, all of which are to be determined by | **Timing:** Once final system design plans are available for future components and prior to issuance of construction permits<br><br>**Method:** Retain a qualified acoustical professional to evaluate and design acoustical treatments for project facilities once system design plans are available | **Implementation:** District<br><br>**Monitoring and Reporting:** District<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| the District and not any tenants. If one or more acoustical treatments are incorporated into the facility design, verification noise monitoring shall be conducted at each affected location to determine the effectiveness of acoustical treatments, and to evaluate whether compliance with applicable noise standards is achieved. | | |
| **MM-NOI-2: Initiate and Maintain a Complaint and Response Tracking Program.** Prior to the commencement of operations of the TAMT plan, the District shall designate a noise disturbance coordinator. The coordinator will be responsible for responding to complaints regarding noise from project operations, will investigate the cause of the complaint, and will ensure that reasonable measures are implemented to correct the problem, where feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted at the main entrance to the project site and in other reasonable locations, as appropriate, to ensure the contact information is easily obtained. This measure shall be implemented in combination with MM-NOI-1, which provides several examples of what type of noise attenuation measures may be feasible. The goal of this measure is to provide additional information regarding the sources of loud noises and to assist in the design and implementation of measures to reduce the noise to a level that would be at or below the applicable noise standards for the land use experiencing the excessive noise. | **Timing:** Prior to project operation<br><br>**Method:** Designate a noise disturbance coordinator and initiate and maintain a noise complaint and response tracking program | **Implementation:** District<br><br>**Monitoring and Reporting:** District; or qualified agent for the District<br><br>**Verification:** District |
| **MM-NOI-3: Implement a Construction Noise Reduction Plan.** Prior to the commencement of demolition or construction activity, the District shall prepare and implement a noise reduction plan including best practices to reduce construction noise at noise-sensitive land uses, such that a temporary increase of more than 5 dB in noise levels does not occur at adjacent noise-sensitive uses. Measures to be included in the noise reduction plan to limit construction noise include the following.<br>• Locating stationary equipment (e.g., generators, compressors, rock crushers, cement mixers, idling trucks) as far as possible from noise-sensitive land uses<br>• Prohibiting gasoline or diesel engines from having unmuffled exhaust<br>• Requiring that all construction equipment powered by gasoline or | **Timing:** Prior to demolition or construction<br><br>**Method:** Prepare and implement a construction noise reduction plan | **Implementation:** District<br><br>**Monitoring and Reporting:** District; qualified agent of the District<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation<br>• Preventing excessive noise by limiting idle times for vehicles or equipment to 3 minutes, consistent with MM-AQ-2<br>• Using noise-reducing enclosures around stationary noise-generating equipment<br>• Constructing temporary barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (e.g., terrain, structures) to block sound transmission to noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and onsite construction equipment. | | |
| **Transportation, Circulation, and Parking** | | |
| **Demolition and Initial Rail Component** | | |
| **MM-TRA-1: Transportation Demand Management (TDM) Plan During Demolition and Initial Rail Component Construction.** Prior to commencing construction activities associated with the Demolition and Initial Rail Component, the District shall prepare a TDM plan to reduce potential significant temporary construction-related transportation and parking impacts at the intersection of Norman Scott Road/32nd Street/Wabash Boulevard. The TDM plan shall be implemented during construction to reduce congestion at the Norman Scott Road/32nd Street/Wabash Boulevard intersection by limiting the number of construction worker trips that travel through the affected intersection during peak hours. The TDM plan shall incorporate TDM strategies to be implemented during construction, including, but not limited to, the following.<br>• Implementation of a ride-sharing program to encourage carpooling among workers.<br>• Adjusting work schedules so workers do not access the site during the peak hours.<br>• Provide offsite parking locations for workers outside of the area with shuttle services to bring them on site.<br>• Provide subsidized transit passes for construction workers. | **Timing:** Prior to construction<br><br>**Method:** Prepare a TDM plan | **Implementation:** District<br><br>**Monitoring and Reporting:** District<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| • Coordinate with the City of San Diego (which may also include coordination with the local planning group) for additional ideas. | | |
| **Full TAMT Plan Buildout** | | |
| **MM-TRA-2: Traffic Study and Transportation Demand Management (TDM) for Specific Construction Projects.** Prior to the approval of any construction activities associated with future components of the TAMT plan, the District shall retain a qualified traffic engineer to prepare a traffic study to analyze the potential transportation impacts associated with the specific construction project. The report shall consider any overlapping construction projects on the TAMT. If the traffic study determines that the proposed construction activity may have a significant impact, the traffic study shall recommend mitigation measures to avoid or reduce the potential impact.<br>The traffic study shall specifically consider if a TDM plan is required to address potential temporary traffic impacts from construction vehicles and equipment. If determined necessary, the TDM plan shall incorporate TDM strategies to be implemented during construction, including, but not limited to, the following.<br>• Implementation of a ride-sharing program to encourage carpooling among workers.<br>• Adjusting work schedules so workers do not access the site during the peak hours.<br>• Provide offsite parking locations for workers outside of the area with shuttle services to bring them on site.<br>• Provide subsidized transit passes for construction workers.<br>• Coordinate with the City of San Diego (which may also include coordination with the local planning group) for additional ideas. | **Timing:** Prior to the issuance of construction permits<br><br>**Method:** Retain a qualified traffic engineer to prepare a traffic study to analyze the potential transportation impacts associated with the specific construction project | **Implementation:** District<br><br>**Monitoring and Reporting:** District<br><br>**Verification:** District |
| **MM-TRA-3: Widen the Segment of 28th Street between Boston Avenue and National Avenue to a Four-Lane Major Arterial Classification Consistent with the Barrio Logan Community Plan.** The District currently has an established program to track the number of trucks that enter and exit the terminal each year associated with TAMT operations. Prior to generating an additional 161 new daily truck trips, the District shall pay a fair-share contribution (MPC would be responsible for 3.9% and STC would be responsible for 2.8%) of | **Timing:** Prior to generating an additional number of new daily truck trips indicated in the measure<br><br>**Method:** Pay a fair-share contribution of the cost to widen the roadway segment as indicated in the measure | **Implementation:** District<br><br>**Monitoring and Reporting:** District<br><br>**Verification:** District, City of San Diego |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| the cost to widen the roadway segment of 28th Street between Boston Avenue and National Avenue to a Four-Lane Major Arterial classification. The improvement is identified within the draft Barrio Logan Community Plan, and therefore would be paid to the City of San Diego in accordance with Section 142.0640 of the San Diego Municipal Code. Payment of the District's fair share shall be completed prior to reaching 161 new daily truck trips. In order to ensure the significant impact does not occur before the District has paid its fair share to the City, the District shall initiate payment once approximately 150 new daily truck trips are reached under the proposed project. The trigger will be determined by the District by examining the ADT over a 1-month timeframe and comparing the ADT to the baseline of 93 daily trucks generating 186 trips per day (33,349 trucks per year divided by 360 days multiplied by 2 trips for each truck) and 935 daily employee trips (315 existing employees multiplied by 3 trips per day). At the District's discretion, the District may seek reimbursement from tenants that would contribute new daily trips in proportion to their contribution. | | |
| **MM-TRA-4: Westbound Right-Turn Overlap Phase at Norman Scott Road/32nd Street/ Wabash Boulevard Intersection.** The San Diego Unified Port District currently has an established program to track the number of trucks that enter and exit the terminal each year associated with TAMT operations. Prior to generating an additional 195 new daily trips, the San Diego Unified Port District shall coordinate with the California Department of Transportation to determine the San Diego Unified Port District's fair share payment to fund the addition of a westbound right-turn overlap phase to the intersection of Norman Scott Road/32nd Street/Wabash Boulevard, a California Department of Transportation–controlled intersection, to improve the delay caused by the proposed project. This would reduce the delay associated with the project by 20.8 seconds during the AM peak hour and by 19.9 seconds during the PM peak hour compared to unmitigated conditions, and would effectively reduce delay at this intersection to below current levels. (Note, for the STC Alternative, this mitigation measure would reduce the unmitigated delay associated with this alternative by 19.4 seconds during the AM peak hour and by 19.3 seconds during the PM peak hour.) In order to ensure the significant impact does not occur before the San Diego | **Timing:** Prior to generating an additional number of new daily trips indicated in the measure<br><br>**Method:** Coordinate with Caltrans to determine the District's fair share payment to fund the addition of a westbound right-turn overlap phase | **Implementation:** District<br><br>**Monitoring and Reporting:** District<br><br>**Verification:** District, Caltrans |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| Unified Port District has paid its fair share to the California Department of Transportation, the San Diego Unified Port District shall initiate payment once approximately 150 new daily trips are reached under the proposed project. The trigger will be determined by the San Diego Unified Port District by examining the average daily trips over a 1-month timeframe and comparing the average daily trips to the baseline of 93 daily trucks generating 186 trips per day (33,349 trucks per year divided by 360 days multiplied by 2 trips for each truck) and 935 daily employee trips (315 existing employees multiplied by 3 trips per day). At the San Diego Unified Port District's discretion, the San Diego Unified Port District may seek reimbursement from tenants that would contribute new daily trips in proportion to their contribution. | | |
| **MM-TRA-5: District Shall Inform All TAMT Workers to Park at the TAMT Facility or at an Authorized Offsite Parking Lot or Parking Garage.** All TAMT workers, employees, and contractors are prohibited from using on-street parking or from parking at the neighboring Cesar Chavez Park. If no parking is available on the project site, the District's marine terminal supervisors shall inform all dock workers that they shall park within a parking garage or surface parking lot. | **Timing:** During project operation<br><br>**Method:** Inform all dock workers to park within a parking garage or surface parking lot | **Implementation:** District<br><br>**Monitoring and Reporting:** District<br><br>**Verification:** District |
| **MM-TRA-6: District to Maintain a Parking Inventory of TAMT.** The inventory shall be initiated once the District's maritime operations staff identifies that an average of 475 employees are present at the project site during any single 8-hour shift, or the inventory shall be initiated if any future components of the TAMT plan remove any of the parking areas identified within the EIR to come within 50 parking spaces of an onsite parking deficit. The inventory of the parking supply and demand at the TAMT shall be created and maintained by the District. The inventory shall include the following considerations and requirements:<br>i. The inventory shall include all existing tenants, including tenant-specific parking lots or parking spaces identified in their lease and all non-exclusive parking spaces available at the TAMT.<br>ii. The inventory shall include any parking required by the District's existing operations.<br>iii. Once the trigger to prepare an inventory occurs, the inventory | **Timing:** Once the number of employees indicated in the measure are present at the project site during any single 8-hour shift or prior to coming within a 50 space parking deficit<br><br>**Method:** Create and maintain an inventory of the parking supply and demand at the TAMT | **Implementation:** District<br><br>**Monitoring and Reporting:** District, tenants<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| shall be updated for each new project component, new lease, or lease renewal where additional parking is required.<br>iv. The inventory shall account for both construction- and operation-related parking supply and demand, but shall update the inventory once construction is completed and construction parking is no longer necessary.<br>v. A determination of the surplus or deficit of parking on TAMT. | | |
| **MM-TRA-7: Proponents for Future Project Components, New Leases, or Lease Renewals Shall Prepare a Parking Management Plan.** Prior to approval of any new project component or any new lease/lease renewal at TAMT, the project proponent (e.g., tenant) shall submit a Parking Management Plan to the District for review and approval, demonstrating that there would be adequate parking to accommodate all projected operational parking within their tenant's leasehold or within an area available for use as parking.<br>The Parking Management Plan shall consider the following.<br>i. The identification of areas within the tenant's leasehold to accommodate the new project component's, new lease's, or renewed lease's parking needs.<br>ii. Reserved parking spaces outside the tenants leasehold at the TAMT, as authorized by the District through formal agreement signed by the District's Director of Maritime or his/her designee.<br>iii. Alternative transportation options to reduce parking demand such as subsidized transit passes, bicycle racks, employee vanpools, or other carpooling incentive programs.<br>iv. Preferential parking for carpools/vanpools.<br>v. Employee shuttles to/from the union hall at shift changes, as feasible.<br>vi. Reserved parking spaces with an offsite parking provider at either a parking garage or parking lot for the duration of the tenant's lease, which shall include a shuttle program. The offsite parking spaces shall be authorized through a formal agreement with a parking provider and is subject to approval by the District.<br>vii. Employer Coordination with SANDAG's iCommute Program.<br>The TAMT Parking Management Plan requires review and approval from the District's Director of Maritime, which shall be based on | **Timing:** Prior to approval of any new project component or any new lease/lease renewal at TAMT<br><br>**Method:** Submit a Parking Management Plan to the District for review and approval | **Implementation:** Project Proponent<br><br>**Monitoring and Reporting:** District, Project Proponent<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| consultation with the TAMT Superintendent. All TAMT Parking Management Plans shall be enforced by the TAMT Superintendent. | | |
| **MM-C-TRA-1: Construct Managed Lanes on I-5 and I-15.** SANDAG currently has plans to construct two managed lanes (one in each direction) on I-5 between I-15 and Palomar Street by the year 2030 as well as two additional multi-purpose lanes and two managed lanes on SR-15 between I-5 and SR-94 by the year 2050. The District shall coordinate with SANDAG and Caltrans to determine the proposed project's fair share contribution. Because this mitigation measure is far into the future, the exact amount will need to be determined at a future date and prior to the project's contribution to the affected freeway mainline sections reaching 0.005 change in V/C ratio. The following fair-share percentages under the MPC scenario analyzed for the proposed project, per affected freeway facility, should serve as guidance to the amount the District should pay toward a program or plan for the aforementioned freeway facility improvements to be constructed.<br>• I-5 northbound between SR-94 & Imperial Avenue: 5 percent of the total cost for improvements to this segment.<br>• I-5 northbound between 28th Street & SR-15: 13 percent of the total cost for improvements to this segment.<br>• I-5 northbound between SR-15 & Main Street: 6 percent of the total cost for improvements at this segment.<br>• SR-15 southbound between Market Street & Ocean View Boulevard: 11 percent of the total cost for improvements to this segment.<br>The following fair-share percentages under the STC Alternative scenario, per affected freeway facility, should serve as guidance to the amount the District should pay toward a program or plan for the aforementioned freeway facility improvements to be constructed.<br>• I-5 northbound between SR-94 & Imperial Avenue: 5 percent of the total cost for improvements to this segment.<br>• I-5 northbound between SR-15 & Main Street: 6 percent of the total cost for improvements at this segment.<br>• SR-15 southbound between Market Street & Ocean View Boulevard: 11 percent of the total cost for improvements to this | **Timing:** Prior to the project's contribution to the affected freeway mainline sections reaching a change in V/C ratio indicated in the measure<br><br>**Method:** Coordinate with SANDAG and Caltrans to determine the District's fair share contribution to construct managed lanes on I-5 and SR-15 | **Implementation:** District<br><br>**Monitoring and Reporting:** District, Caltrans<br><br>**Verification:** District |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| segment. | | |
| **Utilities and Energy** | | |
| **Demolition and Initial Rail Component** | | |
| **MM-C-UTIL-1: Prepare a Waste Management Plan.** Prior to issuance of the construction permits, a waste management plan shall be prepared by the Applicant and submitted to the City's Environmental Services Department for approval. The plan shall address the demolition, construction, and operation phases of the proposed project as applicable, and shall include the following.<br>1. A timeline for each of the main phases of the proposed plan and near-term improvements (construction and operation).<br>2. Tons of waste anticipated to be generated (construction and operation).<br>3. Type of waste to be generated (construction and operation).<br>4. Description of how the proposed project will reduce the generation of construction and demolition (C&D) debris.<br>5. Description of how C&D material will be reused on site.<br>6. The name and location of recycling, reuse, and landfill facilities where recyclables and waste will be taken if not reused on site.<br>7. Description of how the C&D waste will be separated if a mixed C&D facility is not used for recycling.<br>8. Description of how the waste reduction and recycling goals will be communicated to subcontractors.<br>9. Description of how a "buy recycled" program for green construction products will be incorporated into the proposed project.<br>10. Description of any ISO or other certification, if any. | **Timing:** Prior to the issuance of construction permits<br><br>**Method:** Prepare a waste management plan | **Implementation:** Project Proponent<br><br>**Monitoring and Reporting:** District<br><br>**Verification:** District, City of San Diego |

| Mitigation Measures | Timing and Methods | Responsible Parties |
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| **Full TAMT Plan Buildout** | | |
| Implement **MM-C-UTIL-1** | **Timing:** Prior to the issuance of construction permits<br><br>**Method:** Prepare a waste management plan | **Implementation:** Project Proponent<br><br>**Monitoring and Reporting:** District<br><br>**Verification:** District, City of San Diego |