

Appendix G

**Airport Perimeter Dike FEMA and Seismic Improvements Project  
Mitigation Monitoring and Reporting Program (MMRP)**

### **MITIGATION MONITORING AND REPORTING PROGRAM**

This Mitigation Monitoring and Reporting Program (MMRP) is based on the Initial Study/Mitigated Negative Declaration prepared for the 2015 Airport Perimeter Dike FEMA and Seismic Improvements Project.

This MMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The MMRP lists mitigation measures recommended in the Supplemental IS/MND to ensure the conditions are implemented and monitored.

This MMRP includes best management practices (BMPs) and mitigation measures (MMs) from this Supplemental IS/MND that are applicable to the new elements evaluated in this Supplemental IS/MND.

BMPs and MMs from the 2015 IS/MND that are applicable to the Supplemental IS/MND retain the same numbering; each new mitigation measure is numbered according to the section of the Supplemental IS/MND from which it is derived. For example, Mitigation Measure AQ-2 is the first new mitigation measure identified in the Section 3.2 Air Quality of the Supplemental IS/MND.

- The first column indicates the environmental impact as identified in the 2015 IS/MND and the Supplemental IS/MND;
- The second column identifies the MM(s) or BMP(s) applicable to that impact in the 2015 IS/MND and the Supplemental IS/MND;
- The third column identifies the monitoring schedule or timing applicable to the Project; and
- The fourth column names the party responsible for monitoring the required action for the Project.<sup>2</sup>

**Supplemental IS/MND**

Environmental Impact	Mitigation Measures	Best Management Practices	Mitigation Implementation/ Monitoring:	
			Schedule	Responsibility
<b>Air Quality</b>				
a. Would the project conflict with or obstruct implementation of the applicable air quality plan?	<p><b>Mitigation Measure AQ-2: Off-road Construction Equipment Mitigation</b></p> <p>The Port shall require contractors to implement construction-related emission reduction measures. All requirements shall be included in applicable bid documents, purchase orders, and constructs, with the contractors demonstrating the ability to supply the compliant on-road and off-road construction equipment for use prior to any ground-disturbing and construction activities. The mitigation measures to include are as follows:</p> <ul style="list-style-type: none"> <li>Require all diesel-fueled off-road construction equipment used on land to be equipped with USEPA Tier 4 final compliant engines or better as a condition of contract unless a unique piece of equipment is not available as a Tier 4 engine. As part of Air Pollution Management and Equipment Idling Plan Submittal required by 01340 <i>Safety and Environmental Submittals</i>, Contractor shall provide their complete Equipment List with Engine Tiers from the California Air Resources Board's (CARB) DOORS online reporting system and identify all off-road construction equipment that will be used on this Project. For equipment used on this Project with non-Tier 4 Final engines, the Contractor shall provide an explanation why that equipment is unavailable.</li> </ul>	<p><b>Best Management Practices (BMPs) – Formerly AQ-1</b></p> <p><b>BMP 20: Equipment Idling Time.</b> Minimize idling time either by shutting equipment off when not in use or by reducing the time of idling to no more than two minutes. Provide clear signage that posts this requirement for workers at the entrances to the site, and the Port will conduct random monthly surveys to check for compliance with idling times to ensure compliance with this measure.</p> <p><b>BMP 21: Renewable Diesel.</b> Use CARB-approved renewable diesel fuel (R99 or R100) in off-road construction equipment and on-road trucks.</p> <p><b>BMP 22: Maintenance of Construction Equipment.</b> Require all construction equipment be maintained and properly tuned in accordance with manufacturer's specifications. Equipment should be checked by a certified mechanic in accordance with the manufacturer's specifications and determined to be running in proper condition prior to operation.</p> <p><b>BMP 23: Alternative Transportation.</b> Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking to construction workers, and offer meal options on site or shuttles to nearby meal destinations for construction employees.</p> <p><b>BMP 24: Debris Management.</b> Recycle</p>	Before and during construction	Port

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		<p>or salvage nonhazardous construction and demolition debris.</p> <p><b>BMP 25: Water Exposed Surfaces.</b> All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</p> <p><b>BMP 26: Cover Haul Materials.</b> All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</p> <p><b>BMP 27: Remove Daily Trackout.</b> All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day, or other suitable practices to remove dirt from tire mechanisms shall be employed to minimize occurrences of trackout. The use of dry power sweeping is prohibited.</p> <p><b>BMP 28: Speed Limit for Unpaved Roads.</b> All vehicle speeds on unpaved roads shall be limited to 15 mph.</p> <p><b>BMP 29: Windspeed Activity Suspension.</b> All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph in a given hour.</p> <p><b>BMP 30: Mandatory Equipment Cleaning.</b> All trucks and equipment, including their tires, shall be washed off prior to leaving the site, unless only traveling between the APD and NPORD sites.</p> <p><b>BMP 31: Public Dust Signage.</b> Publicly visible signs shall be posted near truck entrances and publicly accessible fences near the project work areas with the</p>		

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		telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be posted on a publicly visible sign to ensure compliance with applicable regulations.		
b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<b>Mitigation Measure AQ-2: Off-road Construction Equipment Mitigation</b> (Refer to Air Quality, criterion a, above for measure details)	<u>BMP 20</u> : Equipment Idling Time <u>BMP 31</u> : Public Dust Signage	Before and during construction	Port
d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		<u>BMP 20</u> : Equipment Idling Time	During construction	Port
<b>Biological Resources</b>				
a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	<b>Mitigation Measure BO-2: Environmental Awareness Training</b>  A qualified biologist shall conduct environmental awareness training for all construction crews and contractors before initiating work on the Project. The training shall include a brief review of all the special-status species and other sensitive resources that may exist in the study area, including the field identification and the habitat requirements of each species; the locations of sensitive biological resources; the legal status and protection of each species; the Project's avoidance and minimization measures; environmental permits; and regulatory compliance requirements.  New workers who arrive after the start of construction shall be trained as needed by the Contractor's designated onsite supervisor. Additional training shall be conducted as needed, including		Before and during construction	Port

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	<p>morning briefings, to update crews as the work progresses. A record of all personnel trained during the Project shall be maintained, and this record shall be made available for compliance verification. In addition, training materials, written documentation, photographs, and/or interpretive signs shall be provided to the Contractor by the Port with details on sensitive resources, resource avoidance, permit conditions, and possible fines for violations of state or federal environmental laws.</p> <p><b>Mitigation Measure BO-3: Conduct Pre-Construction Surveys</b></p> <p>A pre-construction survey for any protected species shall be conducted 2 weeks prior to the start of construction activities. In the unlikely event that a protected species is in the study area, the Port shall implement measures (such as implementing a construction buffer around the area, having a qualified biologist onsite, or waiting for the species to passively leave the area) to avoid impacts.</p> <p><b>Mitigation Measure BO-5: Pre-construction survey(s) for nesting birds</b></p> <p>To the extent feasible, construction activities should be scheduled to avoid the nesting season. If Project activities are scheduled to take place outside the nesting season, impacts to nesting birds protected under the Migratory Bird Treaty Act would be avoided. The nesting season for most birds in Alameda County extends from February 1 through August 31, inclusive. If it is not possible to schedule Project activities outside the nesting season, then a qualified biologist shall conduct pre-construction survey(s) for nesting birds. These survey(s) shall be conducted no more than seven days prior to the initiation of Project activities. During these surveys, the biologist shall inspect all potential nesting habitats (e.g., shrubs, trees, open space areas, and structures) in and immediately adjacent to the construction areas for nests.</p> <p>A qualified biologist shall conduct weekly surveys for</p>			

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	<p>nesting birds during the nesting season.</p> <p>If an active nest is found sufficiently close to Project work areas, a non-disturbance buffer zone will be established around the nest at the biologist's discretion and in accordance with regulatory guidance. Buffers zones will remain until the birds have fledged or the nest is no longer active, as determined by a qualified biologist.</p> <p><b>Mitigation Measure BO-6: Pre-Construction Burrowing Owl Survey</b></p> <p>At the NPORD site, a qualified wildlife biologist shall assess burrowing owl presence or activity (e.g., molted feathers, cast pellets, prey remains, eggshell fragments, or excrement) at or near burrow entrances within the Project area. These burrow assessments shall be conducted seven days prior to construction activities.</p> <ul style="list-style-type: none"> <li>• If no burrowing owl or signs of burrowing owls are detected during the survey, no further actions shall be required.</li> <li>• If potential burrowing owl activity is suspected, three or more surveillance surveys shall be conducted during daylight hours when burrowing owls are most detectable with each visit occurring at least 3 weeks apart during the peak breeding season (April 15 to July 15), as recommended by the California Burrowing Owl Consortium's (CBO's) Burrowing Owl Survey Protocol and Mitigation Guidelines (CBOC 1997) and CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). <ul style="list-style-type: none"> <li>○ If the pre-construction surveys detect nesting burrowing owls, a buffer shall be established within which no ground-disturbing or vegetation removal activity is permissible. Buffers around occupied burrows shall be determined by a qualified biologist and approved by CDFW.</li> </ul> </li> </ul>			

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	<ul style="list-style-type: none"> <li>○ If avoidance buffers are not feasible and occupied burrows are to be relocated, a passive relocation plan shall be developed by a qualified biologist and approved by CDFW prior to implementation. The plan shall be subject to the approval of CDFW.</li> </ul>			
<p>c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>		<p><b>BMP 1: Temporary Erosion Control Measures.</b> Temporary erosion control measures would be implemented as specified in the project-specific Stormwater Pollution Prevention Plan (SWPPP), as applicable. Stormwater runoff would be managed as required by the San Francisco Bay Regional Water Quality Control Board (RWQCB). The contractor will be required to comply with National Pollutant Discharge Elimination System (NPDES)/ No. 2022-0057-DWQ NPDES No. CAS000002 (General Construction Permit).</p> <p><b>BMP 2: Upland Equipment Staging.</b> Equipment staging, material storage, and stockpile areas would be in upland areas so as not to affect jurisdictional wetlands or any other sensitive habitat.</p> <p><b>BMP 3: Emergency Spill Plan.</b> A plan for the emergency cleanup of any spills of fuel or other materials would be prepared and implemented by the contractor.</p> <p><b>BMP 4: Erosion and Sediment Control.</b> Erosion and sediment control BMPs would be installed prior to the start of any ground-disturbing activities, as detailed in the SWPPP.</p> <p><b>BMP 5: Placement of Silt Fences and Fiber Rolls.</b> Silt fences or fiber rolls would be installed, or other suitable measures would be implemented around the</p>	Before and during construction	Port

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		<p>perimeters of the construction zone, staging areas, temporary stockpiles, and drainage features, as detailed in the SWPPP.</p> <p><b>BMP 6: Dewatering Plan.</b> Dewatering is not anticipated to be required for this Project, but if dewatering of excavations is determined necessary, Resident Engineer shall be notified, and a Dewatering Plan shall be developed. If dewatering is needed prior to a Dewatering Plan being able to be developed the water within an excavation may be containerized and stored in the Work Area until a Dewatering Plan is developed and the Port approves of the discharge procedure approach.</p> <p><b>BMP 7: Removal of Dewatering Sedimentation.</b> If a dewatering plan (BMP-6) is developed and dewatering discharge is determined acceptable by the Port, a discharge authorization will be obtained from the Port. The Dewatering Plan to include an approach to remove all solids and sediments prior to discharge. Additionally, water is to be discharged in a manner that will not cause overflow, backup, erosion, flooding, pollution to the receiving water, or otherwise damage existing facilities, completed work, or adjacent property. Dewatering treatment and discharge control measures will be implemented to ensure that discharges to receiving waters are in accordance with the State of California General Permit for Stormwater Discharges Associated with Construction Activity (General Permit).</p> <p><b>BMP 8: Stockpile Management.</b></p>		

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		<p>Stockpiles would be located a minimum of 50 feet away from concentrated flows of stormwater, waterbodies, ditches, and inlets. All stockpiles would be contained using perimeter controls such as berms, dikes, fiber rolls, silt fences, sandbags, gravel bags, or straw bale barriers. All stockpiles would be covered with polyethylene plastic sheeting or other impermeable materials.</p> <p><b>BMP 9: Preventing Runoff of Materials.</b> BMPs would be identified in the contractor's SWPPP to prevent raw cement, concrete or concrete washings, asphalt, paint or other coatings; and oils or other petroleum products from entering the storm drain system and/or San Francisco Bay. All concrete waste and wash water would be either returned with each concrete truck for disposal at the concrete batch plant or contained until dried and then disposed of offsite.</p> <p><b>BMP 10: Vehicle and Equipment Inspections.</b> Construction vehicles and equipment would be inspected to prevent discharge and contamination of soil or water (from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease).</p> <p><b>BMP 11: Equipment Refueling Areas.</b> Equipment would be refueled and serviced at designated construction staging areas.</p> <p><b>BMP 12: Containment of Discharge Pollutants.</b> Discharge of pollutants into water bodies from vehicles and equipment would be avoided by using drip pans, spill kits, berms, and secondary containment.</p>		

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		<p><b>BMP 13: Placement of Sanitary Facilities.</b> Sanitary facilities would be placed at a minimum of 50 feet from water bodies.</p> <p><b>BMP 14: Containment of Sanitary Facilities.</b> Sanitation facilities (e.g., portable toilets) would be placed in containments to prevent discharges of pollutants to the stormwater drainage system or receiving water.</p> <p><b>BMP 15: Maintenance of Sanitary Facilities.</b> Sanitary facilities would be maintained regularly.</p> <p><b>BMP 16: Storage of Hazardous Materials.</b> Hazardous materials would be stored in an area protected from rainfall and stormwater run-off to prevent the offsite discharge of leaks or spills.</p> <p><b>BMP 17: Appropriate Disposal Facilities.</b> All debris materials, sediment, trash, vegetation, or other material removed from the disturbed areas would be disposed of at a Port approved disposal or recycle Facility.</p> <p><b>BMP 18: Workplan for Avoidance of Wetlands.</b> Non-tidal wetlands and waters of the United States (waters of the U.S.) to be avoided would be marked in the field. Contractor must develop and submit a workplan, which demonstrates that both temporary/construction activities and the permanent improvements will occur outside the wetlands boundary and include measures to prevent any impacts to sensitive species and wetlands adjacent to the work areas, laydown areas, and haul routes. Additionally, before any project work begins the wetland boundary within 100 feet of the wetland</p>		

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		boundary begins, all work areas, laydown areas and haul routes must be separated from the wetland area with a silt fence.		
<b>Cultural Resources</b>				
a. Would the project cause an adverse change in the significance of an archaeological resource?	<p><b>Mitigation Measure CR-1: Immediately Halt Construction</b></p> <p>The Port will include this measure in construction plans and specifications. If any cultural resources, such as structural features, unusual amounts of bone or shell, flaked or ground stone artifacts, historic-era artifacts, or architectural remains, are encountered during any project construction activities, work shall be suspended immediately at the location of the find and within a radius of at least 50 feet and the Port will be contacted.</p> <p>All cultural resources accidentally uncovered during construction within the APD Project Site and restoration area will be evaluated for eligibility for inclusion in the NRHP/CRHR. Resource evaluations will be conducted by individuals who meet the U.S. Secretary of the Interior’s professional standards in archaeology, history, or architectural history, as appropriate. If any of the resources meet the eligibility criteria identified in Pub. Res. Code Section 5024.1 or Pub. Res. Code Section 21083.2(g), mitigation measures will be developed and implemented in accordance with CEQA Guidelines Section 15126.4(b) before construction resumes.</p> <p>For resources eligible for listing in the NRHP/CRHR that would be rendered ineligible by the effects of project construction, additional mitigation measures will be implemented. Mitigation measures for archaeological resources may include (but are not limited to) avoidance; incorporation of sites within parks, greenspace, or other open space; capping the site; deeding the site into a permanent conservation easement; or data recovery excavation. Mitigation measures for archaeological resources will be</p>		During construction	Port

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	developed in consultation with responsible agencies and, as appropriate, interested parties such as Native American tribes. Native American consultation is required if an archaeological site is determined to be a TCR. Implementation of the approved mitigation will be required before resuming any construction activities with potential to affect identified eligible resources at the site.			
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<p><b>Mitigation Measure CR-2: Immediately Halt Construction for Human Remains</b></p> <p>The Port will include this measure in construction plans and specifications. If human remains are accidentally discovered during project construction activities, the requirements of California Health and Human Safety Code Section 7050.5 will be followed. Potentially damaging excavation will halt in the vicinity of the remains, with a minimum radius of 100 feet, and the County Coroner will be notified. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (California Health and Safety Code HSC Section 7050.5[b]). If the Coroner determines that the remains are those of a Native American, they must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (California Health and Safety Code HSC Section 7050[c]). Pursuant to the provisions of Pub. Res. Code Section 5097.98, the NAHC will identify a Most Likely Descendent (MLD). The MLD designated by the NAHC will have at least 48 hours to inspect the site, once access is granted, and propose treatment and disposition of the remains and any associated grave goods. The Port will work with the MLD to ensure that the remains are removed to a protected location and treated with dignity and respect.</p>		During construction	Port
<b>Geology, Soils, and Seismicity</b>				
b. Would the project result in substantial soil		<b>BMP 1:</b> Temporary Erosion Control	Before and	Port

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erosion or the loss of topsoil?		Measures <u>BMP 4</u> : Erosion and Sediment Control <u>BMP 5</u> : Placement of Silt Fences or Fiber Rolls	during construction	
c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		<u>BMP 4</u> : Erosion and Sediment Control <u>BMP 5</u> : Placement of Silt Fences or Fiber Rolls	Before and during construction	Port
<b>Hazards and Hazardous Materials</b>				
a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>Mitigation Measure HZ-1: Hazardous Material Handling Documentation</b>  During construction, hazardous materials (i.e., fuel, waste oil, solvents, paint, and other hydrocarbon-based products) would be used in quantities that are typical of the construction industry. The Port shall require the contractor to comply with the safety and environmental submittals detailed in Section 01340 of the Port's contracts documents for contractors' submittals. The construction contract documents shall require that these materials be identified in an inventory, that current Safety Data Sheets (SDSs) be available on site, and that the hazardous materials be stored, labeled, and disposed of in accordance with applicable regulations. The contractor shall be held responsible for reporting any release of hazardous materials or other similar substances (in amounts above their reportable quantities).	<u>BMP 3</u> : Emergency Spill Plan <u>BMP 9</u> : Preventing Runoff of Materials <u>BMP 12</u> : Containment of Discharge Pollutants <u>BMP 14</u> : Containment of Sanitary Facilities <u>BMP 16</u> : Storage of Hazardous Materials <u>BMP 17</u> : Appropriate Disposal Facilities	Before and during construction	Port
b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>Mitigation Measure HZ-2: Active Fuel Pipeline Hazards</b>  Prior to performing boring cone penetration tests (CPT) to determine finalize treatment depths and of in-situ soil treatment associated with the Project, the exact locations of the two active fuel pipelines shall be verified. Per Specification Section 02741, maintain	<u>BMP 3</u> : Emergency Spill Plan <u>BMP 8</u> : Stockpile Management <u>BMP 9</u> : Preventing Runoff of Materials <u>BMP 10</u> : Vehicle and Equipment Inspections	During construction	Port, Contractor, and Kinder Morgan Energy Partners

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	<p>at least 5 ft clear distance between CPT penetration locations and pipelines as documented as part of the Contractor’s CPT investigation plan. Furthermore, a survey of the existing conditions, an optical survey of the pipelines, and a survey of the background levels of vibration shall be performed before construction begins and monitoring of the pipeline displacement using optical surveying, settlement monitors, or borehole extensometers shall be performed. An optical survey is performed using a robotic survey instrument that measures changes on prisms installed on pipelines.</p> <p>As a condition and prior to receiving approval to perform Cement Deep Soil Mixing (CDSM) production work, perform two CDSM test sections in accordance with Specification Section 02475 to demonstrate the Contractor can successfully install CDSM to meet the project requirements in an area both with and without active pipelines. A first test section shall be performed at a location of the APD Project site without pipelines. prior to installation of in-situ soil improvement adjacent to the pipelines, to demonstrate that the in-situ soil improvement methods and procedures being used would not damage the pipelines. After receiving approval of the first test section, the second test section shall be performed at a location of the APD that contains the pipelines to demonstrate that the in-situ soil improvement methods and procedures being used would not damage the pipelines. Pipeline Monitoring at both test sections shall be performed at the test sections to demonstrate strains displacement caused by the improvement methods will not damage the pipelines. Pipeline Ongoing monitoring of the second CDSM test section shall be completed in accordance with Specification Section 02222 Pipeline Protection and Movement Monitoring.</p> <p>Prior to completing the second test section, a Fuel Line Area Construction Plan and Pipeline Monitoring Plan must be developed and submitted per Specification Section 02222. Following successful</p>	<p><u>BMP 11:</u> Equipment Refueling Areas</p> <p><u>BMP 12:</u> Containment of Discharge Pollutants</p> <p><u>BMP 13:</u> Placement of Sanitary Facilities</p> <p><u>BMP 14:</u> Containment of Sanitary Facilities</p> <p><u>BMP 15:</u> Maintenance of Sanitary Facilities</p> <p><u>BMP 16:</u> Storage of Hazardous Materials</p> <p><u>BMP 17:</u> Appropriate Disposal Facilities</p>		

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	<p>completion of the second test section, Contractor must resubmit these work plans with any required adjustments to the workplan prior to commencing on production CDSM work. Pipeline monitoring shall be performed during all CDSM production work in compliance with Specification Section 02222 Pipeline Protection and Movement Monitoring. Contractor must strictly comply with all Action Trigger Level observations and actions.</p> <p>The Port, its Contractor, and SFPP, L.P./Kinder Morgan Energy Partners, L.P. shall develop an Action Plan for construction activities near the pipelines and shall monitor in-situ soil treatment adjacent to the active fuel pipelines and provide and respond immediately to shut down the pipelines in the event of a rupture. After construction is complete, a final conditions survey of the pipelines shall be conducted to ensure that the pipelines have not been damaged</p> <p><b>Mitigation Measure HZ-3: Contaminated Soils and/or Groundwater</b></p> <p>Previous excavation activities along the APD by Shell Pipeline and the Port have not encountered contaminated soils or groundwater, and there is no record of the pipelines leaking along the APD. However, if contamination is encountered during construction, the Port shall ensure that the contractor's Soil and Groundwater Management Plan has provisions for the handling, storage, treatment, and/or testing and disposal of hazardous materials, contaminated soil and/or groundwater in accordance with federal, state, and local regulations. The Soil and Groundwater Management Plan is within the safety and environmental submittals detailed in Section 01340 of the Port's contracts documents for contractors' submittals.</p>			
e. Would the project be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a private airport or public airport and result in a safety hazard or excessive		<b>BMP 19: Construction Site Safety Plan.</b> A Construction Site Safety Plan would be developed to provide a formal, top-down, systemic approach to identify safety risk, organizational structures,	Before and during construction	Port

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noise for people residing or working in the project area?		responsibilities, and policies and procedures.		
f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<p><b>Mitigation Measure TR-1: Traffic Control Plan</b></p> <p>During periods of time when materials are being hauled to and from the NPORD site, the Port and/or its contractor will prepare and implement a traffic control plan to reduce traffic impacts on local roads, to reduce potential traffic safety hazards with bicyclists with motorists, and ensure adequate access for construction vehicles, as appropriate. The Port and construction contractor will coordinate construction activities with local Fire and Police Departments, as appropriate. The traffic control plan will provide for the appropriate control measures including (but not limited to) barricades, warning signs, speed control devices, and other measures. The traffic control plan may also require flaggers near the work areas.</p>		Before and during construction	Port
<b>Hydrology and Water Quality</b>				
a. Would the project violate any water quality standards or waste discharge requirements (WDRs) or otherwise substantially degrade surface or ground water quality?	<p><b>Mitigation Measure HZ-1: Hazardous Material Handling Documentation</b></p> <p>(Refer to Hazards and Hazardous Materials, criterion a, above, for measure details)</p> <p><b>Mitigation Measure HZ-2: Active Fuel Pipeline Hazards</b></p> <p>(Refer to Hazards and Hazardous Materials, criterion b, above, for measure details)</p> <p><b>Mitigation Measure HZ-3: Contaminated Soils and or Groundwater</b></p> <p>(Refer to Hazards and Hazardous Materials, criterion b, above, for measure details)</p>	<p><u>BMP 1:</u> Temporary Erosion Control Measures</p> <p><u>BMP 2:</u> Upland Equipment Staging</p> <p><u>BMP 3:</u> Emergency Spill Plan</p> <p><u>BMP 4:</u> Erosion and Sediment Control</p> <p><u>BMP 5:</u> Placement of Silt Fences or Fiber Rolls</p> <p><u>BMP 6:</u> Dewatering Plan</p> <p><u>BMP 7:</u> Removal of Dewatering Sedimentation</p> <p><u>BMP 8:</u> Stockpile Management</p> <p><u>BMP 9:</u> Preventing Runoff of Materials</p> <p><u>BMP 10:</u> Vehicle and Equipment Inspections</p>	Before and during construction	Port

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		<u>BMP 11:</u> Equipment Refueling Areas <u>BMP 12:</u> Containment of Discharge Pollutants <u>BMP 13:</u> Placement of Sanitary Facilities <u>BMP 16:</u> Storage of Hazardous Materials <u>BMP 18:</u> Workplan for Avoidance of Wetlands BMP 20: Equipment Idling Time BMP 21: Renewable Diesel BMP 22: Maintenance of Construction Equipment BMP 23: Alternative Transportation BMP 24: Debris Management BMP 25: Water Exposed Surfaces BMP 26: Cover Haul Materials BMP 27: Remove Faily Trackout BMP 28: Speed Limit for Unpaved Roads BMP 29: Windspeed Activity Suspension BMP 30: Mandatory Equipment Cleaning BMP 31: Public Dust Signage		
c. (i) Would the project result in substantial erosion or siltation on- or off-site?		<u>BMP 1:</u> Temporary Erosion Control Measures <u>BMP 2:</u> Upland Equipment Staging <u>BMP 4:</u> Erosion and Sediment Control <u>BMP 5:</u> Placement of Silt Fences or Fiber Rolls <u>BMP 6:</u> Dewatering Plan <u>BMP 7:</u> Removal of Dewatering Sedimentation <u>BMP 8:</u> Stockpile Management	Before and during construction	Port

Environmental Impact	Mitigation Measures	Best Management Practices	Mitigation Implementation/ Monitoring:	
			Schedule	Responsibility
e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		<u>BMP 1:</u> Temporary Erosion Control Measures <u>BMP 2:</u> Upland Equipment Staging <u>BMP 3:</u> Emergency Spill Plan <u>BMP 4:</u> Erosion and Sediment Control <u>BMP 5:</u> Placement of Silt Fences or Fiber Rolls <u>BMP 6:</u> Dewatering Plan <u>BMP 7:</u> Removal of Dewatering Sedimentation <u>BMP 8:</u> Stockpile Management <u>BMP 9:</u> Preventing Runoff of Materials <u>BMP 10:</u> Vehicle and Equipment Inspections <u>BMP 11:</u> Equipment Refueling Areas <u>BMP 12:</u> Containment of Discharge Pollutants <u>BMP 13:</u> Placement of Sanitary Facilities <u>BMP 14:</u> Containment of Sanitary Facilities <u>BMP 15:</u> Maintenance of Sanitary Facilities <u>BMP 16:</u> Storage of Hazardous Materials <u>BMP 17:</u> Appropriate Disposal Facilities <u>BMP 18:</u> Workplan for Avoidance of Wetlands	Before and during construction	Port
<b>Land Use and Planning</b>				
b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or	<b>Mitigation Measure RE-1: Bay Trail Detour Plan and Access</b> In the event the Bay Trail would need to be closed		Before and during construction	Port

Environmental Impact	Mitigation Measures	Best Management Practices	Mitigation Implementation/ Monitoring:	
			Schedule	Responsibility
regulation adopted for the purpose of avoiding or mitigating an environmental effect?	during construction, the Contractor, in coordination with BCDC and the City of Alameda, shall identify a temporary alternate route for the Bay Trail. Temporary signage shall be installed to direct trail users along the alternate route. In the event that construction activities would only require crossing the Bay Trail and there is determined to be no need for the trail closure, the Contractor will provide a flag person stationed at the Bay Trail crossing to control public access and construction traffic crossing the trail.			
<b>Public Services</b>				
a(i). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	<b>Mitigation Measure TR-1: Traffic Control Plan</b> (Refer to Hazards and Hazardous Materials, criterion f, above, for measure details)		Ongoing throughout demolition, grading, and/or construction.	Port
a(iv). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Parks?	<b>Mitigation Measure TR-1: Traffic Control Plan</b> (Refer to Hazards and Hazardous Materials, criterion f, above, for measure details)		Before and during construction	Port
<b>Recreation</b>				
b. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the	<b>Mitigation Measure RE-1: Bay Trail Detour Plan and Access</b> (Refer to Land Use and Planning, criterion b, for measure details)		Before and during construction	Port

Environmental Impact	Mitigation Measures	Best Management Practices	Mitigation Implementation/ Monitoring:	
			Schedule	Responsibility
environment?				
<b>Transportation and Traffic</b>				
a. Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<b>Mitigation Measure TR-1: Traffic Control Plan</b> (Refer to Hazards and Hazardous Materials, criterion f, for measure details)		Before and during construction	Port
c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>Mitigation Measure TR-1: Traffic Control Plan</b> (Refer to Hazards and Hazardous Materials, criterion f, for measure details)		Before and during construction	Port
d. Would the project result in inadequate emergency access?	<b>Mitigation Measure TR-1: Traffic Control Plan</b> (Refer to Hazards and Hazardous Materials, criterion f, for measure details)		Before and during construction	Port
<b>Tribal Cultural Resources</b>				
a(ii) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:  A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<b>Mitigation Measure CR-1: Immediately Halt Construction</b>  <b>Mitigation Measure CR-2: Immediately Halt Construction for Human Remains</b> (Refer to Cultural Resources, criteria b and c for measure details)		Before and during construction	Port

Environmental Impact	Mitigation Measures	Best Management Practices	Mitigation Implementation/ Monitoring:	
			Schedule	Responsibility
<b>Utilities and Service Systems</b>				
a. Would the project require the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	<p><b>Mitigation Measure AQ-2: Off-road Construction Equipment Mitigation</b></p> <p><b>Mitigation Measure HZ-3: Contaminated Soils and or Groundwater</b> (Refer to Air Quality, criterion a, and Hazards and Hazardous Materials, criterion b for more measure details)</p>		Before and during construction	Port
<b>Wildfire</b>				
a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	<p><b>Mitigation Measure TR-1: Traffic Control Plan</b> (Refer to Hazards and Hazardous Materials, criterion f, for measure details)</p>		Before and during construction	Port
b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<p><b>Mitigation Measure WF-1: Wildfire Prevention</b></p> <ul style="list-style-type: none"> <li>• All earthmoving and portable equipment with internal combustion engines will be equipped with spark arrestors.</li> <li>• During the high fire danger period (April 1–December 1), work crews will: <ul style="list-style-type: none"> <li>○ Have appropriate fire suppression equipment available at the work site.</li> <li>○ Keep flammable materials, including flammable vegetation slash, at least 10 feet away from any equipment that could produce a spark, fire, or flame.</li> <li>○ Not use portable tools powered by gasoline-fueled internal combustion engines within 25 feet of any flammable materials unless a round-point shovel or fire extinguisher is within immediate reach of the work crew (no more 25 feet away from the work area).</li> </ul> </li> </ul>		Before and during construction	Port
c. Would the project require the installation or maintenance of associated	<p><b>Mitigation Measure WF-1</b> (Refer to criterion b, above, for measure details)</p>		Before and during	Port

Environmental Impact	Mitigation Measures	Best Management Practices	Mitigation Implementation/ Monitoring:	
			Schedule	Responsibility
infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			construction	
d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?		<u>BMP 20:</u> Equipment Idling Time <u>BMP 21:</u> Renewable Diesel <u>BMP 22:</u> Maintenance of Construction Equipment <u>BMP 23:</u> Alternative Transportation <u>BMP 24:</u> Debris Management <u>BMP 25:</u> Water Exposed Surfaces <u>BMP 26:</u> Cover Haul Materials <u>BMP 27:</u> Remove Daily Trackout <u>BMP 28:</u> Speed Limit for Unpaved Roads <u>BMP 29:</u> Windspeed Activity Suspension <u>BMP 30:</u> Mandatory Equipment Cleaning <u>BMP 31:</u> Public Dust Signage	Before and during construction	Port