

**FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS, AND  
MITIGATION MONITORING AND REPORTING PLAN**  
VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT  
SCH No. 2023040301

**1. INTRODUCTION**

The City of Los Angeles Harbor Department (Harbor Department), acting by and through its Board of Harbor Commissioners (Port), has reviewed the Final Environmental Impact Report (FEIR) (State Clearinghouse No. 2023040301) prepared for the Vincent Thomas Bridge Deck Replacement Project (Project) and certified on October 24, 2024, by California Department of Transportation – District 7 (Caltrans) (Lead Agency) under the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.). The Project is located within the Port Master Plan area and will require work and laydown within Harbor Department jurisdiction. Therefore, prior to the start of construction, the Harbor Department will need to issue real estate entitlement(s) in the form of one or more Revocable Licenses. The Harbor Department has determined that the Project does not require a Coastal Development Permit per Section 30610(d) of the California Coastal Act and is consistent with Section 6.4.1.b of the Port Master Plan. The Project may be subject to Engineering General Conditions. The project qualifies for an exemption because the scope of work consists of routine maintenance and repair activities that will not result in enlargement or expansion of the property or use. The Harbor Department, as a Responsible Agency under CEQA with respect to approvals and permits, is required to consider the Lead Agency’s CEQA document, prior to acting on a project.

Based on the review of the certified FEIR, the Harbor Department herein makes certain findings pursuant to Public Resources Code Section 21081 and Title 14 California Code of Regulations 15091, makes findings regarding the Statement of Overriding Considerations pursuant to Public Resources Code Section 21081 and Title 14 California Code of Regulations Section 15093, and sets forth a Mitigation Monitoring and Reporting Plan (MMRP) that pertains to the Project of the certified FEIR pursuant to Public Resources Code Section 21081 and Title 14 California Code of Regulations Section 15097.

**2. PROJECT DESCRIPTION**

On October 24, 2024, Caltrans, as the Lead Agency under CEQA, certified the FEIR for the Vincent Thomas Bridge Deck Replacement Project as complete and in compliance with CEQA. The Project proposes to replace the deteriorated bridge deck, upgrade seismic sensors, improve the existing median barrier and railings and replace utilities and lighting on the Vincent Thomas Bridge (State Route 47). Temporary installation of an elevator for construction worker bridge access would also be required. Caltrans analyzed a No Build Alternative and four possible construction staging options under the Build Alternative. These included (1) Single-Stage Construction (preferred), (2) Two-Stage Construction, (3) Three-Stage Construction, and (4) Nighttime Bridge Closure. These staging options varied in construction length from 16 months to 48 months and required various alternative bridge closure options. Ultimately, Caltrans approved the Single-Stage Construction option under the Build Alternative. Within the

Single-Stage Construction Build Alternative, there were two potential construction methods considered, a pre-cast deck construction method that would require a 16-month total closure of the bridge and a cast-in-place deck construction method that would require a 41-month total closure.

Caltrans ultimately selected the pre-cast deck construction method under the Build Alternative, which would require a 16-month full bridge closure for construction. However, Caltrans subsequently determined that a pre-construction full closure of 6 months and post-construction full closure of 12 months would also be required for the pre-cast deck construction method, which would result in a total closure of 30 months. Because the Single-Stage Construction Build Alternative assessed both a 16-month and a 41-month closure, a partial and full closure of 30 months is within the envelope of the assessment and does not require additional analysis pursuant to CEQA.

### **3. FINDINGS**

CEQA prohibits a public agency from approving or carrying out a project for which a CEQA document has been completed and identifies one or more significant adverse environmental effects of the project, unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding (CEQA Guidelines Section 15091).

These findings provide the written analysis and conclusions of the Harbor Department, acting by and through its Board of Harbor Commissioners, as a Responsible Agency, regarding the environmental impacts of the proposed Project and the mitigation measures directly applicable to the element of the Project described in the FEIR.

The FEIR concluded that the Project, after mitigation, may result in the following significant adverse environmental impacts:

- Cumulative – Significant and Unavoidable
- Transportation – Less than Significant with Mitigation Incorporated
- Biology – Less than Significant with Mitigation Incorporated

#### **3.1 POTENTIALLY SIGNIFICANT IMPACTS THAT CANNOT BE MITIGATED TO A LEVEL OF INSIGNIFICANCE**

The FEIR identified a potentially significant cumulative adverse environmental impact that cannot be reduced to a level of insignificance under the following threshold: Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

##### **3.1.1 The proposed Project has impacts that are individually limited but cumulatively considerable.**

**Finding:** The Harbor Department finds that (1) the Project creates impacts that are individually limited, but cumulatively considerable; (2) mitigation measures were

incorporated into the Project that serve to reduce this impact, but even with the inclusion of these conditions, the impact cannot be reduced to less than significant levels; (3) such mitigation measures are within the jurisdiction of Caltrans and the Port; and, (4) no feasible measures were identified that would mitigate this significant adverse impact to insignificance.

**Explanation:** The Project creates impacts that are individually limited, but cumulatively considerable. The FEIR concluded that the Build Alternative, in combination with other past, present, or reasonably foreseeable projects, would result in a considerable contribution to cumulative impacts related to air quality and transportation, as described below.

**Air Quality:** The Project would result in no appreciable long-term difference in air quality conditions, mobile source emissions in the region, or permanent emissions that could contribute to cumulative emissions or interfere with air quality plans that are designed to reduce cumulative air quality impacts. Air quality impacts on a project level were determined to be less than significant. However, there is a potential to temporarily contribute to a cumulative impact to local and regional air quality during the construction period of the Project.

The effects of cumulative construction-related emissions would be minimized with the implementation of the following minimization measures (AM) and project feature (PF):

**AM-AQ-1:** The construction contractor must comply with Caltrans' Standard Specifications in Section 14-9 (2024):

- Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- Non-Standard Special Provision (NSSP) 14-9.05 requires identification of the local air quality jurisdiction (i.e., South Coast Air Quality Management District [SCAQMD]) and for the contract to comply with all applicable rules and best management practices (BMPs).

**AM-AQ-2:** The construction contractor must also comply with Caltrans project-specific NSSPs 5-1.33 and 7-1.02C, which require that off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. Implementation of these NSSPs would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter [PM] and NO<sub>x</sub>) during construction activities.

**PF-AQ-1:** Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.

- The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

- Diesel-powered off-road equipment shall limit idling in accordance with the California Air Resources Board (CARB) “Regulation for In-Use Off-Road Diesel-Fueled Fleets” (Title 13, CCR, Section 2449).
- Diesel-powered on-road vehicles and trucks shall limit idling in accordance with the CARB “Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling” (Title 13, CCR, Section 2485).

**Transportation:** The impacts to traffic conditions during construction of the Project would result in greater increases in intersection delay, origin-destination travel time, and corridor vehicle mile traveled (VMT)/vehicle-hour delay, and a greater decrease in segment speed within the resource study area (RSA) than the other three construction staging options considered in the FEIR. Therefore, temporary significant cumulatively considerable traffic impacts within the RSA are anticipated with implementation of the Project.

The Project would include mitigation measures MM-TR-1 and MM-TR-2 (see Section 3.2 below for full measure language) along with project feature PF-TR-1 to address direct temporary impacts to traffic flow in the RSA. Temporary construction-related impacts would be minimized through the application of identified avoidance, minimization, and mitigation measures; however, temporary cumulatively considerable impacts to traffic and are anticipated and considered significant and unavoidable.

### **3.2 POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE MITIGATED TO A LEVEL OF INSIGNIFICANCE**

The FEIR identified two potentially significant adverse environmental impacts that can be reduced to a level of insignificance with the application of feasible mitigation under the following thresholds: (1) 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 California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries? and (2) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

**Finding:** The Harbor Department finds that (1) absent mitigation, the Project has the potential to create significant impacts to biological resources and transportation, (2) mitigation measures were incorporated into the Project that serve to reduce these impacts to less than significant levels, and (3) such mitigation measures are within the jurisdiction of Caltrans and the Port.

**Explanation:** The FEIR concluded that the Build Alternative creates mitigable impacts related to biological resources and transportation, as described below.

**Biological Resources:** The project would have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries.

The Project would interfere with bird nesting by occupying the same space in which nesting would occur. Since the Project must place platforms under the bridge deck to capture demolition debris and prevent that debris from entering the channel, there would be a substantial amount of human activity around the area that birds, especially the peregrine falcon, nest. The construction of the debris catchment system would also impede access to space under the bridge deck, making ingress and egress to that space difficult for nesting birds. Demolishing the bridge deck would also cause debris to fall onto and around the existing nest and/or newly constructed nests, which could cause nest failure, and which would also interfere with nesting. Lastly the noise from concrete demolition and other activities would harass the nesting birds, since it would occur within 150 to 500 feet of the nest or closer. With implementation of the measures below, the impacts to bird (peregrine falcon) habitat would be less than significant with mitigation incorporated.

The impacts of the Project on these potentially adverse impacts are expected to be less than significant with the implementation of the following mitigation measures:

- **MM-BIO-1:** To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with CDFW and USFWS to ensure efficacy and safety.
- **MM-BIO-2:** A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).
- **MM-BIO-3:** A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to or is disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices (BMPs) are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.
- **MM-BIO-4:** If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send monitoring reports to CDFW.

- **MM-BIO-5:** A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that have been known to occur in the project area, their nest appearance and siting factors, the project's conservation measures, and the procedures for reporting and avoiding nesting migratory birds.
- **MM-BIO-6:** If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.
- **MM-BIO-7: *Compensatory Mitigation.*** Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.

**Transportation:** The Project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. The Project has four different construction staging options. The Single-Stage (Full-Closure) Construction option (Project) would maintain existing conditions upon completion and would have no permanent impact on VMT. However, while the temporary closure of the entire bridge would not measurably increase VMT in the project area, the VMT increase of 0.12% is larger than the other three construction staging options being considered in the FEIR. While this impact is considered minimal, the temporary VMT impact of the Project would be reduced to less than significant with implementation of mitigation measures MM-TR-1 and MM-TR-2 and project feature PF-TR-2.

These impacts are expected to be less than significant with the implementation of the following mitigation measures and project feature:

- **MM-TR-1: *Temporary Restriping and Signal Synchronization of Identified Intersections.*** The Traffic Operational Analysis Report (TOAR) (2024) outlines potential improvements that can be developed at 12 intersections within the Community Impact Assessment (CIA) Study Area. The potential temporary improvements involve restriping, minimal geometric reconfigurations, and signal phasing modifications. A detailed analysis of restriping at the identified 12 intersections can be found in the TOAR (2024) and is available upon request. The temporary modification of intersections outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

- **MM-TR-2: *Repairing Detour Routes*.** Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. The repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.
- **PF-TR-1: *Transportation Management Plan*.** The Transportation Management Plan (TMP) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The TMP will be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees.
  - a) ***Changeable Message Signs (CMS)*.** Permanent overhead message signs are located along roadways approaching the project area to notify road users of lane and road closures on the bridge, work activities, traffic incidents, potential work zone hazards, traffic queues (backups), travel times, or delay information, as well as alternate routes in or around the work zone.
  - ***Portable Changeable Message Signs (PCMS)*.** PCMS will be placed at key locations to notify motorists of lane closures, alternate routes, expected delay, and upcoming road closures on the bridge. These signs will be used to inform drivers of speed limit reductions and enforcement activities in a work zone, as well as projected delay or road opening times.

***Mandatory Findings of Significance.*** The Project would have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

The Project has the potential for temporary construction-related impacts to habitats for nesting peregrine falcons and other birds. These impacts are expected to be less than significant with the implementation of the MM-BIO-1 through MM-BIO-7.

### **3.3 FINDINGS CONCLUSION**

Changes or alterations have been incorporated into the Project to mitigate or minimize the potentially significant adverse environmental effects. The incorporation of mitigation would reduce potentially significant biological resource and transportation impacts to less than significant levels. No additional feasible mitigation measures or alternatives to the Project, other than those included in the FEIR, were identified that could further reduce impacts to below significance for the following threshold:

- 1) Impacts that are individually limited, but cumulatively considerable. (“Cumulatively considerable” means that the incremental effects of a project are considerable when

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

In summary, no additional feasible mitigation measures or alternatives were identified that could further reduce the significant cumulative environmental impacts identified here while meeting the basic objectives of the Project.

The Harbor Department further finds that the findings presented here are supported by substantial evidence as analyzed in the FEIR and in the administrative record as a whole.

The Harbor Department further finds that there have been (1) no substantial changes to the Project that would require major revisions of the FEIR, (2) no substantial changes with respect to the circumstances under which the Project is being undertaken that would require major revisions in the FEIR, and (3) no new information available that was not known or could have been known at the time the FEIR was certified as complete.

#### **4. STATEMENT OF OVERRIDING CONSIDERATIONS**

If significant adverse impacts of a project remain after incorporating feasible mitigation measures, or no feasible measures to mitigate the adverse impacts are identified, the Lead Agency must make a determination that the benefits of the project outweigh the unavoidable, significant, adverse environmental effects if it is to approve the project. In accordance with Public Resources Code Section 21081 and Title 14 California Code of Regulations Section 15093, the Harbor Department, in determining whether or not to approve the Project, balanced the economic, social, technological, and other project benefits against its unavoidable environmental risks and finds that each of the benefits of the proposed Project set forth below outweigh the significant adverse environmental effects that are not mitigated to less than significant levels. This statement of overriding considerations is based on the Harbor Department's review of the FEIR and the administrative record as a whole. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the Project. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the Project, as set forth below, has been prepared. Pursuant to CEQA Guidelines Section 15093(c), this Statement of Overriding Considerations will be included in the record of the Project approval and will also be noted in the Notice of Determination.

Having reduced the potential effects of the proposed Project through all feasible mitigation measures as described previously in this statement and balancing the benefits of the Project against its potential unavoidable adverse cumulative impacts to air quality and transportation, the Harbor Department finds that the following legal requirements and benefits of the Project individually and collectively outweigh the potentially significant unavoidable adverse impacts for the following reasons:

1. **Substantial mitigation has been provided to further reduce impacts.** Impacts have been mitigated to the maximum extent feasible. For biological resources, the potential impacts relate to nesting birds and the peregrine falcon, in particular.

These impacts would be mitigated by installing exclusionary devices to deter nesting on the bridge, conducting nesting season surveys, monitoring nesting activity during construction, providing bird and nest training to construction staff, limiting lighting during night construction and constructing an artificial nest platform to compensate for the temporary loss of nesting habitat during construction. Mitigation measures MM-BIO-1 through MM-BIO-7 would reduce impacts to nesting birds to a less than significant level.

- For transportation, the potential impacts relate to a potential temporary increase in VMT in the Community Impact Assessment Study Area due to detours during bridge closure. Impacts were determined to be minimal, but MM-TR-1, MM-TR-2 and PF-TR-1 would be applied to further reduce impacts.
  - The Project has the potential to temporarily reduce the habitat of a wildlife species, the peregrine falcon. Mitigation measures MM-BIO-1 through MM-BIO-7 would reduce impacts to nesting birds to a less than significant level.
  - The only significant and unavoidable impacts of the Project are related to air quality and transportation, which are individually limited, but cumulatively considerable. These significant impacts only exist when the Project is viewed in the context of other reasonably foreseeable projects, for which Caltrans does not have the authority to impose mitigation. All feasible Project-level mitigation, which Caltrans has the authority to impose, has been applied to the Project, as discussed above.
2. The Project would preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and enhance the bridge's overall safety. The Vincent Thomas Bridge carries a high volume of Port truck traffic and passenger vehicle traffic daily. The continued functionality and structural integrity of the bridge is imperative for both for the continued confidence of the public in the bridge's safety and for the prevention of a potentially serious safety incident.
  3. The Project would support the safe long-term operation of a transportation corridor that is vital to Port of Los Angeles (POLA) goods movement operations. The Vincent Thomas Bridge is a vital part of the roadway network that POLA utilizes for transporting goods to and from the Port by truck. It connects the Terminal Island portion of POLA, where several POLA container terminals are located, to the mainland and the Interstate (I) 110 freeway. It also provides a direct route for truck traffic from mainland terminals to the I-710 freeway.
    - A planned closure with prior notification and predetermined detour routes under the Project would have a lesser impact on POLA's goods movement operation than a potential unplanned future closure that could occur if necessary repairs are neglected and the bridge requires emergency shutdown. Additionally, it is in the best interest of POLA's long-term development and operational planning to have assurance of a safe and functional bridge into the future.

In balancing the benefits of the overall Project described above with the Project's unavoidable and significant adverse environmental impacts, the Harbor Department finds that the Project's benefits individually and collectively outweigh the unavoidable

adverse impact, such that this impact is acceptable. The Harbor Department further finds that substantial evidence presented in the FEIR and the administrative record as a whole supports approving the Project despite the Project's potential adverse impact.

## **5. RECORD OF PROCEEDINGS**

The record of the Harbor Department's approval for the Vincent Thomas Bridge Deck Replacement Project, including these Findings of Fact and Statement of Overriding Considerations, and the Notice of Determination (to be sent to the Los Angeles County Clerk and State Clearinghouse to be posted and recorded) will be available to the general public at the Port of Los Angeles, Environmental Management Division website, <https://www.portoflosangeles.org/environment/environmental-documents>.

## **6. MITIGATION MONITORING AND REPORTING PLAN**

When a public agency conducts an environmental review of a proposed project in conjunction with approving it, the Lead Agency shall adopt a program for monitoring or reporting on the measures it has imposed to mitigate or avoid significant adverse environmental effects pursuant Public Resources Code Section 21081 and Title 14 California Code of Regulations Section 15097. Public Resources Code Section 21081.6 states in part that when making the findings required by Section 21081(a):

*The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.*

The mitigation, monitoring, and reporting requirements identified in this plan will be enforced through the Coastal Development Permit(s), and/or real estate entitlement(s), issued by POLA. The mitigation measures are primarily the responsibility of Caltrans to implement. To certify compliance and document that mitigation measures have been implemented, records will be maintained by Caltrans to ensure potential environmental impacts are mitigated in accordance with the performance standards identified in the FEIR.

The MMRP is organized in a table format and identifies those mitigation measures adopted by Caltrans to address impacts associated with the Vincent Thomas Bridge Deck Replacement Project FEIR certified on October 24, 2024. The mitigation measure numbers listed below correspond with those identified in the FEIR and have been applied to activities associated with the Project.

## **7. CONCLUSION**

During the construction of the Vincent Thomas Bridge Deck Replacement Project, Caltrans will maintain records of applicable compliance activities to demonstrate the steps taken to assure compliance with imposed mitigation measures as specified above and in Table 1. All logs and other records shall be made available to Port staff upon request. POLA staff and Caltrans will evaluate the effectiveness of this monitoring program.

**Table 1. Mitigation Monitoring and Reporting Plan for the Vincent Thomas Bridge Deck Replacement Project**

Mitigation Measure/ Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Monitoring Agencies 2. Monitoring Phase
<b>AM-AQ-1</b>	Caltrans	<p>The construction contractor must comply with Caltrans' Standard Specifications in Section 14-9 (2024):</p> <ul style="list-style-type: none"> <li>• Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.</li> <li>• Non-Standard Special Provision (NSSP) 14-9.05 requires identification of the local air quality jurisdiction (i.e., South Coast Air Quality Management District [SCAQMD]) and for the contract to comply with all applicable rules and best management practices (BMPs).</li> </ul>	<ol style="list-style-type: none"> <li>1. Caltrans/POLA</li> <li>2. During construction</li> </ol>
<b>AM-AQ-2</b>	Caltrans	<p>The construction contractor must also comply with Caltrans project-specific NSSPs 5-1.33 and 7-1.02C, which require that off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. Implementation of these</p>	<ol style="list-style-type: none"> <li>1. Caltrans/POLA</li> <li>2. During construction</li> </ol>

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Mitigation Measure/ Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Monitoring Agencies 2. Monitoring Phase
		NSSPs would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter [PM] and NO <sub>x</sub> ) during construction activities.	
PF-AQ-1	Caltrans	<p>Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.</p> <ul style="list-style-type: none"> <li>• The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).</li> <li>• Diesel-powered off-road equipment shall limit idling in accordance with the California Air Resources Board (CARB) "Regulation for In-Use Off-Road Diesel-Fueled Fleets" (Title 13, CCR, Section 2449).</li> <li>• Diesel-powered on-road vehicles and trucks shall limit idling in accordance with the CARB "Airborne Toxic Control Measure to</li> </ul>	<ol style="list-style-type: none"> <li>1. Caltrans/POLA</li> <li>2. During construction</li> </ol>

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Mitigation Measure/ Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Monitoring Agencies 2. Monitoring Phase
		Limit Diesel-Fueled Commercial Motor Vehicle Idling” (Title 13, CCR, Section 2485).	
<b>MM-BIO-1</b>	Caltrans	To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with CDFW and USFWS to ensure efficacy and safety.	<ol style="list-style-type: none"> <li>1. Caltrans/POLA</li> <li>2. Prior to the start of construction</li> </ol>
<b>MM-BIO-2</b>	Caltrans	A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned,	<ol style="list-style-type: none"> <li>1. Caltrans/POLA</li> <li>2. Prior to start of construction during nesting season and after any lapse in</li> </ol>

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Mitigation Measure/ Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Monitoring Agencies 2. Monitoring Phase
		but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).	construction longer than 3 days
<b>MM-BIO-3</b>	Caltrans	A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to or is disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices (BMPs) are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.	1. Caltrans/POLA 2. During construction
<b>MM-BIO-4</b>	Caltrans	If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send monitoring reports to CDFW.	1. Caltrans/POLA 2. During construction
<b>MM-BIO-5</b>	Caltrans	A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that	1. Caltrans/POLA 2. Prior to and during

**Table 1. Mitigation Monitoring and Reporting Plan for the Vincent Thomas Bridge Deck Replacement Project**

Mitigation Measure/ Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Monitoring Agencies 2. Monitoring Phase
		have been known to occur in the project area, their nest appearance and siting factors, the project’s conservation measures, and the procedures for reporting and avoiding nesting migratory birds.	construction
<b>MM-BIO-6</b>	Caltrans	If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.	1. Caltrans/POLA 2. During construction
<b>MM-BIO-7. Compensatory Mitigation</b>	Caltrans	Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.	1. Caltrans/POLA 2. Prior to the start of nesting season before the start of construction

**Table 1. Mitigation Monitoring and Reporting Plan for the Vincent Thomas Bridge Deck Replacement Project**

Mitigation Measure/ Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Monitoring Agencies 2. Monitoring Phase
<b>MM-TR-1. Temporary Restriping and Signal Synchronization of Identified Intersections</b>	Caltrans	<p>The Traffic Operational Analysis Report (TOAR) (2024) outlines potential improvements that can be developed at 12 intersections within the Community Impact Assessment (CIA) Study Area. The potential temporary improvements involve restriping, minimal geometric reconfigurations, and signal phasing modifications. A detailed analysis of restriping at the identified 12 intersections can be found in the TOAR (2024) and is available upon request.</p> <p>The temporary modification of intersections outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.</p>	<ol style="list-style-type: none"> <li>1. Caltrans/POLA</li> <li>2. Prior to and during construction</li> </ol>
<b>MM-TR-2. Repairing Detour Routes</b>	Caltrans	<p>Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project.</p> <p>The repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.</p>	<ol style="list-style-type: none"> <li>1. Caltrans/POLA</li> <li>2. Prior to and after construction</li> </ol>

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Mitigation Measure/ Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Monitoring Agencies 2. Monitoring Phase
<p><b>PF-TR-1. Transportation Management Plan</b></p>	<p>Caltrans</p>	<p>The Transportation Management Plan (TMP) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The TMP will be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees.</p> <ul style="list-style-type: none"> <li>a) Changeable Message Signs (CMS). Permanent overhead message signs are located along roadways approaching the project area to notify road users of lane and road closures on the bridge, work activities, traffic incidents, potential work zone hazards, traffic queues (backups), travel times, or delay information, as well as alternate routes in or around the work zone.</li> <li>b) Portable Changeable Message Signs (PCMS). PCMS will be placed at key locations to notify motorists of lane closures, alternate routes,</li> </ul>	<ul style="list-style-type: none"> <li>1. Caltrans/POLA</li> <li>2. Prior to and during construction</li> </ul>

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Mitigation Measure/ Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Monitoring Agencies 2. Monitoring Phase
		<p>expected delay, and upcoming road closures on the bridge. These signs will be used to inform drivers of speed limit reductions and enforcement activities in a work zone, as well as projected delay or road opening times.</p>	