

ATTACHMENT 1
MITIGATION MONITORING PROGRAM
PIER 9 LAYOVER FERRY BERTH FACILITY

Potentially Significant Impact	Mitigation Measure	Implementing Action	Timing of Verification	Responsible Department/Agency	Compliance Verification
<p>Construction-Related Air Emissions: During the period of construction diesel emissions would be generated by diesel powered pile-driving equipment. This would result in the temporary release of diesel exhaust, fumes and odors.</p>	<p>Mitigation Measure 3-1: The WETA shall require the Project contractor(s) to maintain and operate pile-driving equipment so as to minimize exhaust emissions or particulates and other pollutants. The construction contractor shall, to the extent possible, be required to implement feasible measures to reduce diesel particulate matter in construction equipment and vehicle exhaust, such as use of late model or retrofitted equipment, and/or use of particulate traps on diesel engines. Without limitation, the contractor shall be required to maintain properly tuned equipment and to prohibit idling motors/engines when equipment is not in use.</p>	<p>WETA and Construction Contractor</p>	<p>Prior to Initiating Project Construction at Pier 9</p>	<p>WETA</p>	
<p>Construction Noise: Pile driving and installation of the gangways would temporarily increase noise in the Project vicinity.</p>	<p>Mitigation Measure 11-1: To reduce pile driving noise, "vibratory" pile driving should be used wherever feasible. The vibratory pile driving technique, despite its name, does not generate vibration levels higher than the standard pile driving technique. It does, however, generate lower, less-intrusive noise levels.</p>	<p>WETA and Construction Contractor</p>	<p>Prior to Initiating Project Construction at Pier 9</p>	<p>WETA</p>	