

LA Metro's Green Construction Policy



LOS ANGELES 30/10



We're building on sustainability.

As an international leader in environmental and sustainability practices, Metro has created a Green Construction Policy (GCP) for its planning, construction, operations and procurement activities.

After adopting this policy on August 4, 2011, Metro has used greener, less polluting construction equipment and vehicles, and implemented best practices to reduce harmful emissions in all construction projects performed on Metro properties and rights-of-way.

We're implementing green policy.

The GCP provides requirements for:

- > Identifying and mitigating diesel exhaust emission impacts from on-road and off-road equipment used during our construction and development activities, on human health and the environment.
- > Implementing appropriate Best Management Practices to complement equipment mitigations.
- > Implementing strategies to ensure conformance with this policy.

For all Metro construction projects or projects on Metro rights-of-way, Metro requires contractors to implement the provisions of the policy to the greatest extent possible.

We're improving air quality.

The construction industry relies heavily on diesel engines to power their machines. These diesel-powered engines are a major source of harmful air pollutants such as particulate matter (PM) and nitrogen oxides (NOx).

PM is an irritant that results from the incomplete combustion of diesel fuel. It contributes to respiratory and cardiovascular illnesses that may adversely affect children, the elderly and those with pre-existing respiratory conditions. Exposure to PM is known to cause asthma, heart attacks, strokes, lung cancer, and premature death. NOx contributes to the formation of ground level ozone, which is a respiratory irritant that poses a health hazard for both healthy adults and individuals with pre-existing respiratory conditions.

According to the South Coast Air Quality Management District (SCAQMD), heavy duty diesel trucks and off-road construction equipment are major sources of PM and NOx emissions in Southern California and are also among the sources identified for the greatest emission reduction potential.

The U.S. Environmental Protection Agency (EPA) and the International Agency for Research on Cancer (IARC) has classified diesel exhaust as a potential human carcinogen.

Metro is committed to using greener, less polluting construction equipment and vehicles to reduce harmful diesel emissions while minimizing any significant impacts to cost and schedule on construction projects.

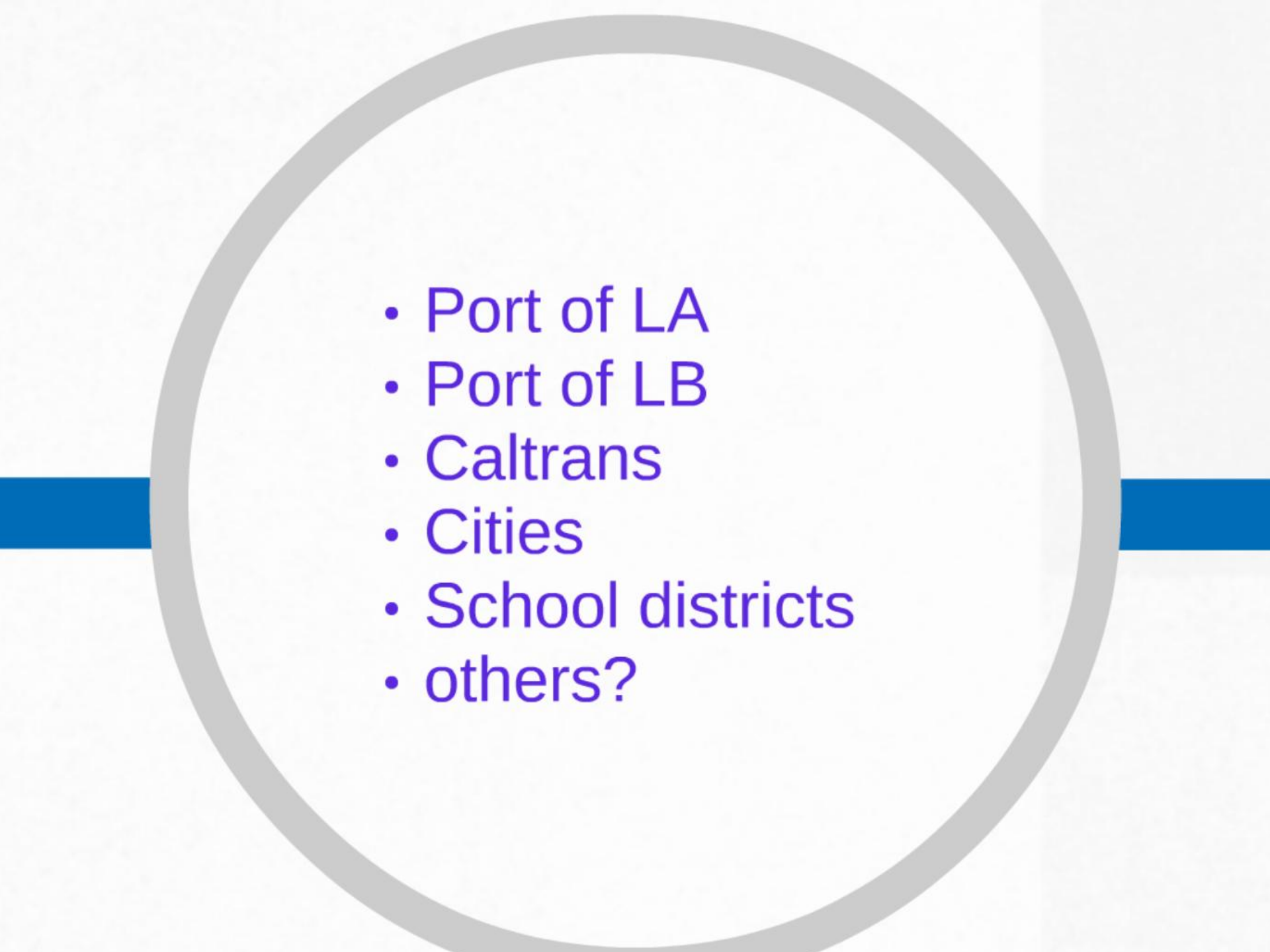
Current GCP Requirements

Off-Road Vehicles (Construction Equipment)

From January 1, 2012 to December 31, 2014, Metro's GCP requires all off-road diesel powered construction equipment greater than 50 brake horsepower (BHP) to meet Tier-3 off-road emission (PM and NOx) standards, at a minimum.

Off-road engine emission standards are established by horsepower groups called Tiers:

- > Engine Model Years 1900 – 1999
 - Dirtiest engines are Tier 0, uncontrolled emissions.
- > Engine Model Years 1996 – 2005
 - Tier 1 Engines depending on horsepower.
- > Engine Model Years 2001 – 2010
 - Tier 2 Engines depending on horsepower.
- > Engine Model Years 2006 – 2011
 - Tier 3 Engines depending on horsepower.
- > Engine Model Years 2008 & later
 - Tier 4i and Tier 4 engines depending on horsepower.
 - Tier 4 engines are the cleanest.

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- Port of LA
 - Port of LB
 - Caltrans
 - Cities
 - School districts
 - others?



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