

Attachment A - Mitigation Monitoring and Reporting Program

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

PREPARED FOR:

Los Angeles County Metropolitan Transportation Authority



OCTOBER 2020

Mitigation Monitoring and Reporting Program

CEQA requires agencies that adopt an Environmental Impact Report (EIR) or Mitigated Negative Declaration to take affirmative steps to determine that approved mitigation measures are implemented after project approval.

As part of CEQA's environmental review procedures, Section 21081.6 requires a public agency to adopt a reporting or monitoring program for assessing and ensuring the efficacy of any mitigation measures applied to a proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation. As stated in Public Resources Code Section 21081.6 (a) (1):

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 agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

CEQA Section 15097 provides general guidelines for implementing mitigation monitoring and reporting programs (MMRPs). Specific reporting and/or monitoring requirements, which are to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s).

In response to established CEQA requirements and those of Public Resources Code Section 21000 et seq., this MMRP for the proposed East San Fernando Valley Transit Corridor Project shall be submitted for adoption by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro) prior to completion of the environmental review process.

Metro, as the project proponent and lead agency, shall be responsible for assuring full compliance with the provisions of this program. The Chief Executive Officer (CEO) of Metro may delegate duties and responsibilities to Metro staff, applicants, and consultants as necessary. The CEO shall also ensure that monitoring reports are filed on a timely basis and, when identified, that program violations are corrected. Progress toward completion of the required mitigation program, or violations thereof, shall be reported at prescribed intervals to the CEO. The reports shall be prepared using approved forms or an acceptable format. These reports will be available for public review at any time.

This MMRP includes the mitigation measure(s) identified in the Final EIR and for each mitigation measure, the following information is provided:

- Party Responsible for Implementation of the Mitigation Measure;
- Implementation Phase;
- Party Responsible for Monitoring Implementation;
- Monitoring Activity;

- Monitoring Period;
- Monitoring Frequency; and
- Outside Agency Coordination.

The table below presents the MMRP for the proposed project.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
Transportation, Transit, Circulation, and Parking					
<p>MM-TRA-1: The Traffic Management Plan (TMP) shall require Metro to communicate closures and information on any changes to bus service to local transit agencies in advance and develop detours as appropriate. Bus stops within work areas shall be relocated, with warning signs posted in advance of the closure, and warnings and alternate stop notifications posted during the extent of the closure.</p>	<p>Los Angeles County Metropolitan Transportation Authority, construction contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure a TMP and the requirements listed as part of MM-TRAF-1 are specified. 2. Check once during pre-construction to confirm that a TMP has been prepared. 3. Periodically inspect construction sites, as necessary, to confirm the TMP measures have been implemented. 	<p>Local transit agencies</p>
<p>MM-TRA-2: The Traffic Management Plan shall include the following typical measures, and others as appropriate:</p> <ul style="list-style-type: none"> • Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during the off-peak hours. • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas. • Where feasible, temporarily restripe roadways including turning lanes, through lanes, and parking lanes at the affected intersections to maximize the vehicular capacity at those locations affected by construction closures. • Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures. In these areas where street parking is temporarily removed in front of businesses, the contractor shall provide wayfinding to other nearby parking lots or temporary 	<p>Los Angeles County Metropolitan Transportation Authority, construction contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure all measures listed as part of MM-TRAF-2 are specified. 2. Check once during pre-construction to confirm that a TMP has been prepared. 3. Periodically inspect construction sites, as necessary, to confirm project traffic control measures have been implemented, as practicable. 	<p>Local jurisdictions school districts, and business owners; Caltrans;</p>

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<p>lots, with any temporary parking secured well in advance of parking being removed in the affected area.</p> <ul style="list-style-type: none"> • Place station traffic control officers at major intersections during peak hours to minimize delays related to construction activities; • Assign a Construction Relations team inclusive of a manager, senior officers, and social media strategist to develop and implement the Metro Board’s adopted Construction Relations model. The team will conduct the outreach program to inform the general public about the construction process, planned roadway closures, and anticipated mitigations through community briefings in public meeting spaces and use of signage (banners, etc.). • Develop and implement a program with business owners to minimize effects to businesses during construction activities, including but not limited to signage, Eat, Shop, Play, and promotional programs. • Consult and seek input on the designation and identification of haul routes and hours of operation for trucks with the local jurisdictions, school districts and Caltrans. The selected routes should minimize noise, vibration, and other effects. • To the extent practical, maintain traffic lanes in both directions, particularly during the morning and afternoon peak hours. • Maintain access to adjacent businesses and schools (including passenger loading areas for parents dropping off 					

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<p>students) via existing or temporary driveways or loading zones throughout the construction period.</p> <ul style="list-style-type: none"> Coordinate potential road closures and detour routes and other construction activities that could adversely affect vehicle routes in the immediate vicinity of local schools with local school districts. Install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety. 					
<p>MM-TRA-3: To ensure potential impacts on pedestrian and bicycle facilities are minimized to the extent feasible, the Traffic Management Plan (TMP) and Traffic Control Plan (TCP) shall include the following:</p> <ul style="list-style-type: none"> Bicycle detour signs shall be provided, as appropriate, to route bicyclists away from detour areas with minimal-width travel lanes and onto parallel roadways. Sidewalk closure and pedestrian route detour signs shall be provided, as appropriate, that safely route pedestrians around work areas where sidewalks are closed for safety reasons or for specific construction work within the sidewalk area. In addition, the project contractor shall ensure appropriate “Open during Construction,” wayfinding, and promotional signage for businesses affected by sidewalk closures is provided and access to these businesses is maintained. 	<p>Los Angeles County Metropolitan Transportation Authority, construction contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> Check construction specifications during preparation of construction bid packages to ensure that the TMP and TCP requirements in MM-TRA-3 are specified. Periodically inspect construction sites, as necessary, to confirm that pedestrian and bicycle measures in TMP and TCP are being implemented, as appropriate. 	<p>None</p>
<p>MM-TRA-4: During the Preliminary Engineering phase of the project, Metro will work with the Cities of Los Angeles and San</p>	<p>Los Angeles County Metropolitan</p>	<p>Final Design, Construction</p>	<p>Los Angeles County Metropolitan</p>	<ol style="list-style-type: none"> Check as necessary during final design to ensure coordination occurs with the Cities of Los Angeles and San Fernando 	<p>Cities of Los Angeles and San Fernando</p>

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Fernando to synchronize and coordinate signal timing and to optimize changes in roadway striping to minimize potential operational traffic impacts and hazards to the extent feasible.	Transportation Authority		Transportation Authority	1. to minimize potential operational traffic impacts and hazards as specified in MM-TRA-4. 2. Check plans periodically as necessary to ensure any proposed physical improvements to minimize operational traffic impacts including signal timing are incorporated in project plans. 3. Check periodically during construction to ensure improvements are implemented in accordance with plans.	
MM-TRA-5: Additional visual enhancements, such as high-visibility crosswalks that meet current LADOT design standards, to the existing crosswalks at each proposed station location shall be implemented to further improve pedestrian circulation.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check plans as necessary during final design to ensure proposed crosswalk improvements are included. 2. Periodically check construction/project site, as necessary, to confirm that additional visual enhancements are implemented in accordance with plans.	LADOT
MM-TRA-6: To further reduce potential adverse and less-than-significant pedestrian impacts, Metro shall prepare a First/Last Mile study that documents preferred pedestrian access to each station, general pedestrian circulation in the immediate vicinity of the station, and potential sites for connections to nearby bus services. The purpose of this study shall include ensuring sufficient circulation, access, and information important to users of the transit system. The results of the study shall be implemented through coordination between Metro and the local jurisdictions of the City of Los Angeles and the City of San Fernando.	Los Angeles County Metropolitan Transportation Authority	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check during final design as necessary to confirm a First/Last Mile study has been prepared in accordance with requirements as specified. 2. Check as needed during final design to confirm recommended improvements have been included in project plans. 3. Periodically check construction/project site, as necessary, to confirm that the requirements specified as part of the First/Last Mile study are implemented.	City of Los Angeles and City of San Fernando
MM-TRA-7: To reduce the potential impacts due to removal of the existing bike lanes extending approximately 2 miles north on Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Check during final design as necessary to confirm coordination with LADOT regarding replacement locations for Class II bike lanes that meet the goals	City of Los Angeles Department of Transportation

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<p>Boulevard to San Fernando Road, two parallel corridors have been identified for consideration and approval by the Los Angeles Department of Transportation (LADOT) as bike friendly corridors. These include Filmore Street to the west and Pierce Street to the east, which can be developed as Class III Bike Friendly streets by striping sharrows and providing signage. Metro shall also continue to work with LADOT to identify, to the extent feasible, replacement locations for Class II bike lanes that meet the goals and policies in the City of Los Angeles Bicycle Plan.</p>				<p>and policies of the City of Los Angeles Bicycle Plan has occurred.</p>	
Communities and Neighborhoods					
<p>MM-CN-1: A formal educational and public outreach campaign shall be implemented to discuss potential community and neighborhood concerns, including relocations, visual/aesthetics changes, and fare policies, and to communicate information about the project with property owners and community members.</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<p>Pre-Construction, Construction, and Post Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<p>Check as necessary during project phases to ensure outreach efforts are conducted in accordance with mitigation measure.</p>	<p>Members of public, and public organizations and agencies</p>
Visual Quality & Aesthetics					
<p>MM-VIS-1: Construction staging shall be located away from residential and recreational areas and shall be screened to minimize visual intrusion into the surrounding landscape. The screening shall be a height and type of material that is appropriate for the context of the surrounding land uses. There shall be Metro-branded community-relevant messaging on the perimeter of the construction staging walls. Lighting within construction areas shall face downward and shall be designed to minimize spillover lighting into adjacent properties.</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-VIS-1. 2. Verify staging areas are screened. 3. Periodically inspect construction sites to confirm compliance with MM-VIS-1 	<p>None</p>

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MM-VIS-2: Vegetation removal shall be minimized and shall be replaced following construction either in-kind or following the landscaping design palette for the project, which would be prepared in consultation with the Cities of Los Angeles and San Fernando, including the City Tree Removal Policy and replacement ratio.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to confirm that a landscaping design palette is developed in coordination with the City of Los Angeles and the City of San Fernando and is included in project plans. 2. Check construction sites as necessary to ensure compliance with plans and MM-VIS-2. 	Cities of Los Angeles and San Fernando
MM-VIS-3: Scenic resources, including landscape elements such as rows of palm trees (along Van Nuys Boulevard) or mature trees (along San Fernando Road) and uniform lighting, shall be preserved, where feasible.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check plans to ensure scenic resources such as trees are protected where feasible. 2. Periodically inspect construction sites, for compliance with plans. 	None
MM-VIS-4: Lighting associated with the project shall be designed to face downward and minimize spillover lighting into adjacent properties, in particular residential and recreational properties.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check project plans to ensure compliance with MM-VIS-4 lighting design requirements. 2. Periodically inspect construction sites to confirm compliance with lighting plans. 	None
MM-VIS-5: Infrastructure elements shall be designed with materials that minimize glare.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check project plans to ensure compliance with material design measures in MM-VIS-5. 2. Periodically inspect construction sites to confirm compliance with plans. 	None
Air Quality					
MM-AQ-1: Construction vehicle and equipment trips and use shall be minimized to the extent feasible and unnecessary idling of heavy equipment shall be avoided.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparing of construction bid packages to ensure the requirements, as specified in this mitigation measure are included. 2. Periodically check, as necessary, construction sites to confirm compliance with construction specifications as described in this mitigation measure. 	None
MM-AQ-2: Solar powered, instead of diesel powered, changeable message signs shall be used.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of solar powered changeable message signs. 	None

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				2. Periodically check, as necessary, construction/project site to ensure usage of solar powered changeable message signs.	
MM-AQ-3: Electricity from power poles, rather than from generators, shall be used where feasible.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of electricity from power poles. 2. Periodically check, as necessary, construction site for usage of electricity from power poles.	None
MM-AQ-4: Engines shall be maintained and tuned per manufacturer’s specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Periodic, unscheduled inspections shall be conducted to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check construction specifications during preparation of construction bid packages to ensure maintenance/tuning of engines shall be set to perform at EPA certification levels. 2. Periodically conduct unscheduled inspections of the construction site, to ensure that engines are maintained and tuned per the manufacturer’s specifications to perform at EPA certification levels and other measures described in this mitigation measure.	None
MM-AQ-5: Any tampering with engines shall be prohibited and continuing adherence to manufacturer’s recommendations shall be required.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Periodically conduct unscheduled inspections of the construction site, to ensure that tampering with engines is not permitted and the adherence of the manufacturer’s recommendations.	None
MM-AQ-6: New, clean (diesel or retrofitted diesel) equipment meeting the most stringent applicable federal or state standards shall be used and the best available emissions control technology shall be employed. Tier 4 engines shall be used for all construction equipment. If non-road construction equipment that meets Tier 4 engine standards is not available, the	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of emissions reducing construction equipment and technology. 2. Periodically inspect construction sites, as necessary, to confirm use of equipment that meets the most stringent applicable federal or state standards and the best	None

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Construction Contractor shall be required to use the best available emissions control technologies on all equipment.				available emissions control technology, and that Tier 4 engines shall be used for all construction equipment.	
MM-AQ-7: EPA-registered particulate traps and other appropriate controls shall be used where suitable to reduce emissions of diesel particulate matter (PM) and other pollutants at the construction site.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of emissions reducing construction equipment and technology. 2. Periodically inspect construction sites, as necessary, to confirm use of EPA-registered particulate traps and other appropriate controls to reduce emissions of diesel particulate matter (PM) and other pollutants. 	None
MM-AQ-8: Consistent with South Coast Air Quality Management District Rule 1113, all architectural coatings for building envelope associated with the project shall use coatings with a Volatile Organic Compound content of 50 grams per liter or less.	Los Angeles Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure use of low-VOC coatings are specified. 2. Periodically inspect construction sites, as necessary, to confirm use of low-VOC coatings. 	None
MM-AQ-9: The Design-Builder shall implement feasible means and methods that would minimize cumulative air quality impacts during the construction period, including, but not limited to, the following: <ol style="list-style-type: none"> 1. Timing project-related construction activities associated with the maintenance and storage facility (MSF), stations, and track installation such that overlapping schedules are minimized. 2. Timing project-related construction activities so that overlapping schedules with other projects in the area are avoided. 3. Reducing the number of pieces of diesel-fueled equipment used at a given time when construction activities occur in the vicinity of 	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of means and methods that would minimize cumulative air quality impacts utilizing methods including but not limited to those described as part of this mitigation measure. 2. Periodically check with construction contractor and inspect construction sites, as necessary to confirm use of means and methods to minimize cumulative air quality impacts. 	

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sensitive receptors, such as residences, schools, parks, hospitals, and nursing homes.					
Noise and Vibration					
MM-NOI-1a: Specific measures to be employed to mitigate construction noise impacts shall be developed by the contractor and presented in the form of a Noise Control Plan. The Noise Control Plan shall be submitted for review and approval before the beginning of construction noise activities.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure the development of a Noise Control Plan is included. 2. Check to confirm a Noise Control Plan is prepared, it's submitted for Metro approval, and Metro approval is obtained. 3. Inspect construction sites for compliance with Noise Control Plan. 	None
MM-NOI-1b: The contractor shall adequately notify the public of construction operations and schedules no less than 72 hours in advance of construction through a construction notice with confirmed details and a look-ahead briefing several weeks in advance.	Los Angeles County Metropolitan Transportation Authority, Contractor	Construction	Los Angeles County Metropolitan Transportation Authority	Check periodically as necessary to confirm advance notifications to the public are provided in compliance with MM-NOI-1b.	Members of the public and public agencies and organizations
MM-NOI-1c: If a noise variance from Section 41.40(a) of the Los Angeles Municipal Code is sought for nighttime construction work, a noise limit shall be specified. The contractor shall employ a combination of the noise-reducing approaches listed in MM-NOI-1d to meet the noise limit.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction plans and schedules as necessary to confirm whether nighttime construction work and noise variance will be required. 2. Check to confirm noise variance is obtained, if required, and a noise limit is specified per MN-NOI-1c. 	City of Los Angeles
MM-NOI-1d: Where feasible, the contractor shall use the following noise-reducing approaches: <ul style="list-style-type: none"> • The contractor shall use specialty equipment with enclosed engines and/or high-performance mufflers. • The contractor shall locate equipment and staging areas as far from noise-sensitive receivers as possible. 	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction.	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure all measures listed as part of MM-NOI-1d have been specified. 2. Periodically inspect construction sites to confirm implementation of noise reduction measures. 	None

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<ul style="list-style-type: none"> • The contractor shall limit unnecessary idling of equipment. • The contractor shall install temporary noise barriers to enclose stationary noise sources, such as compressors, generators, laydown and staging areas, and other noisy equipment. • The contractor shall reroute construction-related truck traffic away from residential buildings to the extent practicable. • The contractor shall sequence the use of equipment so that simultaneous use of the loudest pieces of equipment is avoided as much as practicable. • The contractor shall avoid the use of impact equipment and, where practicable, use non-impact equipment. Non-impact equipment could include electric or hydraulic-powered equipment rather than diesel and gasoline-powered equipment where feasible. • The contractor shall use portable noise control enclosures for welding in the construction staging area. • The contractor shall use lined or covered storage bins, conveyors, and chutes with noise-deadening material for truck loading and operations. • The contractor shall use strobe lights or other OSHA-accepted methods rather than back-up alarms during nighttime construction. 					
<p>MM-NOI-1e: If the proposed mitigation measures identified in this section do not reduce the identified significant noise</p>	<p>Los Angeles County Metropolitan</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan</p>	<p>Check, as necessary, to determine whether construction noise mitigation measures reduce construction noise impacts on local</p>	<p>LAUSD and other local schools</p>

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<p>impacts on Los Angeles Unified School District and other affected local schools to a less-than-significant level, Metro shall develop new and appropriate measures, to the extent feasible, to effectively reduce construction-related or operational noise. Provisions shall be made to allow the affected school or designated representative(s) to notify Metro when such measures are warranted.</p>	<p>Transportation Authority, Contractor</p>		<p>Transportation Authority</p>	<p>schools to less-than-significant levels. If not, check to confirm new and appropriate feasible measures are developed and implemented.</p>	
<p>MM-VIB-1: Where equipment, such as a vibratory roller, that produces high levels of vibration is used near buildings, the Construction Vibration Control Plan shall also include mitigation measures to minimize vibration impact during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded. 	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction.</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure that development of a Construction Vibration Control Plan is included. 2. Check to confirm Construction Vibration Control Plan is completed, is submitted for Metro approval, and approval is obtained. 3. Inspect construction sites to ensure compliance with measures with Construction Vibration Control Plan 	<p>None</p>
<p>MM-NOI-2a: A sound wall shall be constructed at the northern edge of the alignment where the LRT curves to transition between Van Nuys Boulevard and San Fernando Road, in the area bounded by Pinney Street, El Dorado Avenue, Van Nuys Boulevard, and San Fernando Road. The sound wall shall be constructed to mitigate the increase in traffic noise levels that would result from removing the row of buildings in</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Final Design, Construction.</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check project plans to confirm inclusion of sound wall described in MM-NOI-2a. 2. Check construction to confirm construction of sound wall in compliance with plans. 	<p>None</p>

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this area. Sound walls shall be constructed in such a fashion as to not impair the Train Operator vision triangle sightlines.					
MM-NOI-2b: Friction control shall be incorporated into the design for the curves at Van Nuys Boulevard/San Fernando Road, Van Nuys Boulevard/El Dorado Boulevard, and Van Nuys Boulevard/Vesper Avenue. Friction control may consist of installing lubricators on the rail or using an onboard lubrication system that applies lubrication directly to the wheel.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check final design plans to confirm inclusion of friction control requirements as stated in MM-NOI-2b. 2. Inspect construction to confirm installation of friction controls. 	None
MM-NOI-3a: The following noise limit shall be included in the purchase specifications for the traction power substation (TPSS) units: TPSS noise shall not exceed 50 dBA at a distance of 50 feet from any part of a TPSS unit.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Review construction bid package and specifications to confirm inclusion of TPSS noise specifications identified in MM-NOI-3a. 2. Check noise levels from TPSS to confirm compliance with noise specifications. 	None
MM-NOI-3b: The TPSS units shall be located within the parcel as far from sensitive receivers as feasible. If possible, the cooling fans shall be oriented away from sensitive receivers.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Review and verify final design plans to confirm TPSS locations comply with MM-NOI-3b. 2. Check construction sites to confirm compliance with plans. 	None
MM-NOI-3c: If necessary, a sound enclosure shall be built around the TPSS unit to further reduce noise levels at sensitive receivers to below the applicable impact threshold.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check noise levels as necessary to confirm whether noise levels at sensitive receptors are below the applicable threshold. 2. Check to confirm a sound enclosure is constructed if levels exceed applicable thresholds. 	None
MM-VIB-2a: Metro shall complete additional vibration analysis to confirm the locations where vibration levels would exceed NEPA significance thresholds, as defined in the FTA (2018) <i>Transit Noise and Vibration Impact Assessment</i> guidance manual. Where exceedances would occur, the contractor	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Confirm that additional vibration analyses are conducted during final design and that design measures are proposed to ensure applicable thresholds are not exceeded. 2. Check plans to confirm vibration control design measures are included. 	None

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shall employ methods to reduce vibration to levels below applicable thresholds. A floating-slab track, a continuous-mat floating slab, or a vibration-isolated embedded track system, such as QTrack, could be considered.				3. Inspect construction sites as necessary to confirm compliance with plans.	
MM-VIB-2b: The contractor shall install moveable point frogs at the crossovers on Van Nuys Boulevard/Osborne Street and at Van Nuys Boulevard/Canterbury Avenue. If further investigation confirms that an alternative low-impact frog would reduce vibration levels below the applicable thresholds, the alternative may be installed.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Review and verify final design plans for inclusion of vibration control design measures as specified in MM-VIB-2a. 2. Inspect construction sites to confirm compliance with plans.	None
MM-VIB-2c: Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b. Traditional crossovers may be used in locations where analysis shows vibration levels will not exceed the applicable thresholds at nearby sensitive receivers.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Review and verify final design plans for inclusion of vibration control design measures as specified in MM-VIB-2a. 2. Inspect construction sites to confirm compliance with plans.	None
Geology, Soils, and Seismicity					
MM-GEO-1: Metro design criteria require probabilistic seismic hazard analyses (PSHA) to estimate earthquake loads on structures. These analyses consider the combined effects of all nearby faults to estimate ground shaking. During Final Design, site-specific PSHAs shall be used as the basis for evaluating the ground motion levels along the project corridor. The structural elements of the proposed project shall be designed and constructed to resist or accommodate appropriate site-specific estimates of ground loads and distortions imposed by the design earthquakes and conform to Metro’s Design Standards for the Operating and Maximum Design Earthquakes. The concrete structures will be designed according to the Building	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Verify the completion of PSHA. 2. Check project plans as needed to confirm structural elements are designed in accordance with design standards and code requirements.	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
Code Requirements for Structural Concrete (ACI 318) by the American Concrete Institute.					
<p>MM-GEO-2: At liquefaction or seismic settlement prone areas, evaluations by geotechnical engineers shall be performed during Final Design to provide estimates of the magnitude of the anticipated liquefaction or settlement. Based on the magnitude of evaluated liquefaction, either structural design, or ground improvement (such as deep soil mixing) or deep foundations to non-liquefiable soil (such as drilled piles) measures shall be selected. Site-specific design shall be selected based on State of California guidelines and design criteria set forth in the Metro Seismic Design Criteria.</p>	Los Angeles County Metropolitan Transportation Authority,	Final Design	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that geotechnical engineers conduct evaluations at liquefaction and seismic settlement prone areas. 2. Review and verify plans to ensure that proposed improvements are designed in compliance with seismic guidelines and criteria as specified in MM-GEO-2. 	None
Hazardous Waste and Materials					
<p>MM-HAZ-1: An environmental investigation shall be performed during design for transit structures, TPSS locations, stations, and the maintenance and storage facility (MSF). The environmental investigation shall collect soil, groundwater, and/or soil gas samples to delineate potential areas of contamination that may be encountered during construction or operations. The environmental investigation shall include the following:</p> <ul style="list-style-type: none"> • Properties potentially to be acquired are listed on multiple databases and shall be evaluated further for contaminants that were manufactured, stored, or released from the facility. If contaminated soil (e.g., soil contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is found, it shall be removed, transported 	Los Angeles County Metropolitan Transportation Authority	Final Design, Pre-Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that environmental investigations to delineate potential areas of contamination are performed for transit structures, TPSS locations, stations and the MSF as described in MM-HAZ-1. 2. Check to confirm hazardous materials are removed, transported, and disposed of or remediated in accordance with applicable regulations. 	Local hazardous materials regulatory agencies; CalGEM

<p>to an approved disposal location, and remediated according to state law.</p> <ul style="list-style-type: none"> • Phase II subsurface investigations for potential impacts from adjoining current or former underground storage tanks (UST) sites and nearby leaking underground storage tank (LUST) sites. • A Phase II subsurface investigation to evaluate potential presence of perchloroethene (PCE) shall be performed along the portions of the project alignment that are adjacent to former and current dry cleaners. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • If construction encroaches into the two former plugged and abandoned dry-hole oil exploration wells mapped adjacent to the proposed project right-of-way, the project team shall consult with the Division of Oil Gas and Geothermal Resources (DOGGR), which is now the California Geologic Energy Management Division (CalGEM), regarding the exact locations of the abandoned holes and the potential impact of the wells on proposed construction. • The locations of proposed improvements involving excavations adjacent to (within 50 feet of) the electrical substation shall be screened prior to construction by testing soils within 5 feet of the existing ground surface for polychlorinated biphenyls (PCBs). If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Buildings that will be demolished shall have a comprehensive asbestos 					
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<p>containing materials (ACM) inspection prior to demolition. In addition, ACM may be present in the existing bridge crossings at the Pacoima Diversion Channels. If improvements associated with the proposed project will disturb the existing bridge crossings, then these structures shall be evaluated for suspect ACM. If ACM is found, it shall be removed, and transported to an approved disposal location according to state law.</p> <ul style="list-style-type: none"> • Areas where soil may be disturbed during construction shall be tested for aerially deposited lead (ADL) according to Caltrans ADL testing guidelines. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Lead and other heavy metals, such as chromium, may be present within yellow thermoplastic paint markings on the pavement. These surfacing materials shall be tested for lead based paint (LBP) prior to removal. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Former railroad rights-of-way that crossed or were adjacent to the project right-of-way may contain hazardous materials from the use of weed control, including herbicides and arsenic, and may also contain Treated Wood Waste (TWW). Soil sampling for potentially hazardous weed control substances shall be conducted for health and safety concerns in the event that construction earthwork involves soil removal from the former railroad rights-of-way. If encountered during construction, 				
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Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>railroad ties designated for reuse or disposal (including previously salvaged railroad ties in the project right-of-way) shall be managed or disposed of as TWW in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386.</p>					
<p>MM-HAZ-2: The contractor shall implement a Worker Health and Safety Plan prior to the start of construction activities. All workers shall be required to review the plan, receive training if necessary, and sign the plan prior to starting work. The plan shall identify properties of concern, the nature and extent of contaminants that could be encountered during excavation activities, appropriate health and environmental protection procedures and equipment, emergency response procedures including the most direct route to a hospital, and contact information for the Site Safety Officer.</p>	Contractor	Pre-Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that construction bid documents include the development and implementation of a Worker Health and Safety Plan. 2. Check to confirm plan has been completed. 	None
<p>MM-HAZ-3: The contractor shall implement a Contaminated Soil/Groundwater Management Plan during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks. The plan shall be prepared during the final design phase of the project, and the construction contractor shall be held to the level of performance specified in the plan. The plan shall include procedures for the implementation of the following measures:</p> <ul style="list-style-type: none"> • Contacting appropriate regulatory agencies if contaminated soil or groundwater (e.g., groundwater contaminated from organic wastes, sediments, minerals, nutrients, thermal 	Contractor	Final Design; Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that construction bid documents include the development of a Contaminated Soil/Groundwater Management Plan. 2. Check to confirm plan has been completed. 3. If contaminated soils are encountered, check, as necessary, to confirm procedures are followed in compliance with plan and that contaminated soils are handled, transported, and treated in accordance with regulatory agencies and Section 4.10.1.1 of the EIR. 	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>pollutants, toxic chemicals, and/or other hazardous substances) is encountered</p> <ul style="list-style-type: none"> • Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials • The legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements in Section 4.10.1.1 of this FEIR • Implementation of dust control measures such as soil wetting, wind screens, etc., for contaminated soil • Groundwater collection, treatment, and discharge shall be performed according to applicable standards and procedures listed in Section 4.10.1.1 of this FEIR 					
<p>MM-HAZ-4: The contractor shall properly maintain equipment and properly store and manage related hazardous materials, so as to prevent motor oil, or other potentially hazardous substances used during construction, from spilling onto the soil. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Verify that construction bid documents include contractor responsibilities. 2. Periodically inspect construction sites and staging areas to confirm proper handling of hazardous substances. 3. If contaminated soils are encountered, check, as necessary, to confirm that contaminated soils are handled, transported, and treated in accordance with regulatory agency requirements and Section 4.10.1.1 of the FEIR. 	<p>None</p>
<p>MM-HAZ-5: For reconstruction of the Pacoima Wash bridge that crosses Metro right-of-way, the construction spoils (e.g., excavated soils, cuttings generated during installation of Cast-in-drilled hole (CIDH) piles, including those in contact with the groundwater, shall be contained and tested</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to confirm all measures listed as part of MM-HAZ-5 have been specified. 	<p>None</p>

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
for total chromium, 1,4-dioxane, trichloroethylene (TCE), and perchloroethene (PCE) to determine appropriate disposal.				2. Periodically inspect construction sites, as necessary, to confirm compliance with MM-HAZ-5.	
MM-HAZ-6: A Contaminated Soil/Groundwater Management Plan shall be prepared during final design that describes appropriate methods and measures to manage contamination encountered during construction.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design	Los Angeles County Metropolitan Transportation Authority	Check to confirm that a Contaminated Soil/Groundwater Management Plan has been prepared.	None
Ecosystems and Biological Resources					
<p>MM-BIO-1: Avoid and Minimize Project-Related Impacts on Special-Status Bat Species</p> <p>In the maternity season (April 15 through August 31) prior to the commencement of construction activities, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts (including palm trees) on or within 100 feet of the project boundaries. Should a potential roost be identified that will be affected by proposed construction activities, a visual inspection and/or one-night emergence survey shall be used to determine if it is being used as a maternity-roost.</p> <p>To avoid any impacts on roosting bats resulting from construction activities, the following measures shall be implemented:</p> <p>Bridges and Overpasses</p> <ul style="list-style-type: none"> Should potential bat roosts be identified that will require removal, humane exclusionary devices shall be used. Installation would occur outside of the maternity season and hibernation period (February 16-April 14 and August 16-October 30, or as determined 	Qualified bat biologist	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> Check once prior to construction that a qualified biologist is retained. Periodically check construction plans and schedules to confirm whether vegetation removal will or will not occur during non-breeding season. Confirm as necessary the completion of Special-Status Bat Species surveys by a qualified biologist. Check to confirm as necessary that a bat biologist is monitoring roosting sites and check to confirm the installation and implementation of exclusion devices in the event those devices are needed. 	CDFW

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>by a qualified biologist) unless it has been confirmed as absent of bats. If the roost has been determined to have been used by bats, the creation of alternate roost habitat shall be required, with California Department of Fish and Wildlife (CDFW) consultation. The roost shall not be removed until it has been confirmed by a qualified biologist that all bats have been successfully excluded.</p> <ul style="list-style-type: none"> Should an active maternity roost be identified, a determination (in consultation with the California Department of Fish and Wildlife or a qualified bat expert) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats. This determination shall be based on baseline noise/vibrations levels, anticipated noise-levels associated with construction of the proposed project, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a day-roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. <p>Trees All trees to be removed as part of the project shall be evaluated for their potential to support bat roosts. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist.</p>					

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<ul style="list-style-type: none"> • If trees with colonial bat roost potential require removal during the maternity season (April 15 through August 31), a qualified bat biologist shall conduct a one-night emergence survey during acceptable weather conditions (no rain or high winds, night temperatures above 52°F) or if conditions permit, physically examine the roost for presence or absence of bats (such as with lift equipment) before the start of construction/removal. If the roost is determined to be occupied during this time, the tree shall be avoided until after the maternity season when young are self-sufficiently volant. • If trees with colonial bat roost potential require removal during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability. (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. • Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree 					

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<p>trimming process that occurs over 2 consecutive days. On Day 1, under the supervision of a qualified bat biologist, Step 1 shall include branches and limbs with no cavities removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately (rarely) or, after emergence, will avoid returning to the roost. On Day 2, Step 2 of the tree removal may occur, which would be removal of the remainder of the tree. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost would be removed on Day 2.</p> <ul style="list-style-type: none"> Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of tree on that same day. For palm trees that can support western yellow bat (the only special-status lasiurine species with the potential to occur in the project area), shall use the two-step tree process over two days. Western yellow 					

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal.					

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<p>MM BIO-2: Avoid Impacts on Nesting Birds (including raptors)</p> <p>To avoid any impacts on migratory birds, resulting from construction activities that may occur during the nesting season, March 1 through August 31, the following measure shall be implemented:</p> <ul style="list-style-type: none"> • A qualified biologist shall conduct a preconstruction survey of the proposed construction alignment with a 150-foot buffer for passerines and 500-feet for raptors around the site. This preconstruction survey shall commence no more than 3 days prior to the onset of construction, such as clearing and grubbing and initial ground disturbance. • If a nest is observed, an appropriate buffer shall be established, as determined by a qualified biologist, based on the sensitivity of the species. For nesting raptors, the minimum buffer shall be 150 feet. The contractor shall be notified of active nests and directed to avoid any activities within the buffer zone until the nests are no longer considered to be active by the biologist. 	<p>Qualified biologist</p>	<p>Pre-Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Periodically check construction plans and schedules to confirm whether vegetation removal will occur during non-breeding season. 2. If vegetation removal is scheduled to occur during the breeding season, check to confirm a qualified biologist has been retained and conducts nesting bird surveys. 3. If active nests are detected, check with qualified biologist and inspect construction site to confirm buffer areas are clearly demarcated with stakes and flags. 	<p>None</p>

<p>MM BIO-3: Jurisdictional Waters Any work resulting in materials that could be discharged into jurisdictional features shall adhere to strict best management practices (BMPs) to prevent potential pollutants from entering any jurisdictional feature. Applicable BMPs to be applied shall be included in the Stormwater Pollution Prevention Plan and/or Water Quality Management Plan and shall include, but not be limited to, the following BMPs as appropriate:</p> <ul style="list-style-type: none"> • Containment around the site shall include use of temporary measures such as fiber rolls to surround the construction areas to prevent any spills of slurry discharge or spoils recovered during the separation process; • Downstream drainage inlets shall be temporarily covered to prevent discharge from entering the storm drain system; • Construction entrances/exits shall be properly set up so as to reduce or eliminate the tracking of sediment and debris offsite by including grading to prevent runoff from leaving the site, and establishing “rumble racks” or wheel water points at the exit to remove sediment from construction vehicles; • Onsite rinsing or cleaning of any equipment shall be performed in contained areas and rinse water shall be collected for appropriate disposal; • Use of a tank on work sites to collect the water for periodic offsite disposal; • Soil and other building materials (e.g., gravel) stored onsite shall be contained and covered to prevent contact with stormwater and offsite discharge; and • Water quality of runoff shall be periodically monitored before discharge 	<p>Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Ensure inclusion of the development of a Stormwater Pollution Prevention Plan and Water Quality Management Plan in construction bid documents 2. Verify plans have been completed prior to construction. 3. Periodically check construction sites during construction to ensure compliance with plans. 	<p>None</p>
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Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
from the site and into the storm drainage system.					
<p>MM-BIO-4: A Project Tree Report Shall Be Approved by the City of Los Angeles and City of San Fernando</p> <p>Prior to construction, the contractor shall review the approved alternative alignment to determine whether any trees protected by the City of Los Angeles Tree Ordinance 177404 and City of San Fernando Comprehensive Tree Management Program Ordinance (Ordinance No. 1539) will be removed or trimmed. A tree report must be prepared, by a qualified arborist, for the project and approved by each city. Trees approved for removal (or replacement) shall be done in accordance to the specifications outlined in the city ordinances.</p>	Contractor, Qualified arborist	Pre-Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. If tree removal is required, check to confirm a qualified arborist has been retained. 2. Check to ensure qualified arborist is monitoring construction site as needed. 3. If tree removal is required, the contractor shall verify that tree removal or replacement is in accordance with City of Los Angeles Tree Ordinance 177404 and City of San Fernando Comprehensive Tree Management Program Ordinance. 	City of Los Angeles and City of San Fernando
Safety and Security					
<p>MM-SS-1: Alternate walkways for pedestrians shall be provided around construction staging sites in accordance with ADA requirements.</p>	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-1. 2. Periodically inspect construction sites to confirm compliance ADA requirements. 	None
<p>MM-SS-2: Safe and convenient pedestrian routes to local schools shall be maintained during construction.</p>	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-2 2. Periodically inspect construction sites to confirm safe and convenient pedestrian routes to local schools are maintained. 	None
<p>MM-SS-3: Ongoing communication with school administrators shall be maintained to ensure sufficient notice of construction activities that could affect pedestrian routes to schools is provided.</p>	Los Angeles County Metropolitan Transportation Authority	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check periodically to confirm sufficient notice of construction activities is provided to school administrators. 	Local school administrators

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>MM-SS-4: All pedestrian and bicyclist detour locations around staging sites shall be signed and marked in accordance with the Manual on Uniform Traffic Control Devices “work zone” guidance, and other applicable local and state requirements.</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-4 2. Periodically inspect construction sites to confirm all pedestrian and bicyclist detour locations around staging sites are signed and marked in accordance with the Manual on Uniform Traffic Control Devices. 3. 	<p>None</p>
<p>MM-SS-5: Appropriate traffic controls (signs and signals) shall be installed and maintained to ensure pedestrian and vehicular safety.</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-5. 2. Periodically inspect construction sites to confirm appropriate traffic controls (signs and signals) are installed and maintained. 	<p>None</p>
<p>MM-SS-6: To the extent feasible, construction haul trucks shall not use haul routes that pass any school, except when the school is not in session.</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-6. 2. Periodically confirm haul routes to confirm compliance with MM-SS-6. 	<p>None</p>
<p>MM-SS-7: Staging or parking of construction-related vehicles, including worker-transport vehicles, shall not occur on or adjacent to a school property when school is in session.</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-7. 2. Periodically inspect construction sites to confirm compliance with MM-SS-7. 	<p>None</p>
<p>MM-SS-8: Crossing guards or flaggers shall be provided at affected school crossings when the safety of children may be compromised by construction-related activities.</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-8. 2. Periodically inspect construction sites to confirm crossing guards or flaggers are provided at affected school crossings. 	<p>Affected schools</p>
<p>MM-SS-9: Barriers or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism,</p>	<p>Los Angeles County Metropolitan</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan</p>	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-9. 	<p>None</p>

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
short-cut attractions, and attractive nuisances.	Transportation Authority, Contractor		Transportation Authority	2. Periodically inspect construction sites to confirm barriers or fencing is installed when appropriate.	
MM-SS-10: Security patrols shall be provided to minimize trespassing, vandalism, and short-cut attractions where construction activities occur in the vicinity of local schools.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-10. 2. Periodically inspect construction sites to confirm security patrols are provided when deemed necessary. 3.	None
MM-SS-11: Project plans, work plans, and traffic control measures shall be coordinated with emergency responders during preliminary engineering, final design, and construction to limit effects on emergency response times.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to confirm that coordination with emergency responders occurs as identified in MM-SS-11. 2. Review and verify final design plans for inclusion of requirements as stated in MM-SS-11. 3. Periodically inspect construction sites to confirm compliance with plans.	Local emergency responders
MM-SS-12: All stations shall be illuminated to avoid shadows and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated. In addition, lighting would provide excellent visibility for train operators to be able to react to possible conflicts, especially to pedestrians crossing the track.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Check project plans and drawings to confirm inclusion of lighting design measures. 2. Inspect construction sites to confirm compliance with plans.	None
MM-SS-13: Proposed station designs shall not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access to at-grade stations shall be at ground-level with clear sight lines.	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Check project plans and drawings to confirm inclusion of design elements as stated in MM-SS-13. 2. Periodically inspect construction sites to confirm compliance with plans.	None
MM-SS-14: The following measures shall be implemented to reduce pedestrian circulation impacts and hazards: <ul style="list-style-type: none"> • Sidewalk widths shall be designed with the widest dimensions feasible in conformance with the Los 	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure project plans and drawings comply with design requirements stated in MM-SS-14. 2. Inspect construction sites as needed to confirm compliance with plans.	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>Angeles/Metro’s adopted “Land Use/Transportation Policy.”</p> <ul style="list-style-type: none"> Minimum widths shall not be less than those allowed by the State of California Title 24 access requirements, or the ADA design recommendations. Section 1113A of Title 24 states that walks and sidewalks shall be a minimum of 48 inches (1,219 mm) in width, except that walks serving dwelling units in covered multi-family dwelling buildings may be reduced to 36 inches (914 mm) in clear width except at doors. Accommodating pedestrian movements and flows shall take priority over other transportation improvements, including automobile access. Physical improvements shall ensure that all stations are fully accessible as defined in the ADA. 					
<p>MM-SS-15: Wide crosswalks shall be provided in areas immediately around proposed stations to facilitate pedestrian mobility.</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<p>Final Design, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check project plans and drawings to ensure compliance, with requirements stated in MM-SS-15. 2. Periodically inspect construction sites to confirm compliance with plans. 	<p>None</p>
<p>MM-SS-16: Metro shall coordinate and consult with the LAFD, LAPD, LASD, and the City of San Fernando Police Department to develop safety and security plans for the proposed alignment, parking facilities, and station areas.</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<p>Final Design, Operation</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check to confirm development of safety plans in coordination with the LAFD, LAPD, and LASD as stated in MM-SS-16. 2. Check as necessary during operation to confirm implementation of plans. 	<p>LAFD, LAPD, and LASD</p>
<p>MM-SS-17: Fire separations shall be provided and maintained in public occupancy areas. Station public occupancy shall be separated from station ancillary occupancy by a minimum 2-hour fire-rated wall. The only exception is that a maximum of two station agents, supervisors, or</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<p>Final Design, Construction,</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>	<ol style="list-style-type: none"> 1. Check to ensure project plans and drawings include requirements stated in MM-SS-17. 2. Inspect construction sites as necessary to confirm compliance with plans. 	<p>None</p>

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information booths may be located within station public occupancy areas.					
MM-SS-18: For portions of the alignment where pedestrians and/or motor vehicles must cross the tracks, Metro shall prepare grade crossing applications in coordination with the CPUC and local public agencies, such as LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments. Crossings shall require approval from the CPUC and shall meet applicable CPUC standards for grade crossings.	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to confirm grade crossing applications are prepared in coordination with specified agencies and that they meet CPUC standards. 2. Check to confirm applications are approved by CPUC. 	CPUC, LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments
MM-SS-19: All proposed LRT stations and related parking facilities shall be equipped with monitoring equipment, which would primarily consist of video surveillance equipment to monitor strategic areas of the LRT stations and walkways, and/or be monitored by Metro security personnel on a regular basis.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Operation	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to ensure project plans and drawings include monitoring equipment. 2. Inspect construction sites as necessary to confirm compliance with plans. 3. Check during operation to confirm monitoring by security personnel is occurring on a regular basis. 	None
MM-SS-20: Metro shall implement a security plan for LRT operations. The plan shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Pre-Construction, Operation	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify preparation of a security plan for LRT operations. 2. Check during operation as necessary that the security plan is implemented 	Local jurisdiction security personnel
MM-SS-21: Metro is continuing to investigate light rail vehicle modifications to increase light rail vehicle safety and minimize or prevent train and pedestrian conflicts. Metro’s design criteria also identifies multiple efforts to increase light rail vehicle safety and minimize or prevent the potential for pedestrians and vehicle conflicts. Measures identified shall be included during the final design of the LPA.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check as necessary vehicle safety specifications in vehicle procurement documents and project plans for compliance with safety specifications in Metro’s design criteria. 2. Check construction sites for compliance with plans. 	None
MM-SS-22: To reduce potential risk of collisions between LRTs and automobiles on	Los Angeles County Metropolitan	Final Design, Construction	Los Angeles County Metropolitan	1. Check to confirm coordination occurs with the CPUC, City and County of Los	CPUC, City and County of Los

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the street portion of the LPA, Metro shall coordinate with the CPUC, City and County of Los Angeles traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments, and also comply with the Federal Highway Administration’s Manual on Uniform Traffic Control Devices for signing and pavement marking treatments.	Transportation Authority		Transportation Authority	<p>Angeles traffic control departments, City of Los Angeles Bureau of Engineering, City and County of Los Angeles Fire Departments and project plans comply with Federal Highway Administration’s Manual on Uniform Traffic Control Devices.</p> <p>2. Inspect construction sites to confirm compliance with plans.</p>	Angeles traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments
MM-SS-23: The diverse needs of different types of traveling public including senior citizens, disabled citizens, low-income citizens, shall be addressed through a formal educational and outreach campaign. The campaign shall target these diverse community members to educate them on proper system use and benefits of LRT ridership.	Los Angeles County Metropolitan Transportation Authority	Final Design, Construction, Operation	Los Angeles County Metropolitan Transportation Authority	1. Confirm that a formal educational and outreach campaign is implemented.	None
Historic, Archaeological, and Paleontological Resources					
MM-AR-1: Ground disturbing activities within site areas 19-001124 and 19-002681 and within a 50-foot buffer area around the sites shall be monitored by an Archaeological and Native American monitor. Construction related ground disturbance includes grading, excavation, trenching, and drilling. An Archaeological monitor and a Native American monitor shall examine all sediments disturbed during earth moving activities, including geotechnical drilling and environmental borings, if being conducted, prior to construction. Archaeological monitoring for site CA-LAN-2681 shall be conducted as discussed in the project’s Cultural Resources Monitoring Plan (CRMP). All archeological monitoring and any necessary identification, testing, and evaluation of resources identified during	Los Angeles County Metropolitan Transportation Authority	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority /Archaeological and Native American monitor	<p>1. Check once prior to construction that a qualified archaeologist/Native American Monitor has been retained to conduct cultural resources monitoring.</p> <p>2. Check periodically, as necessary, that a qualified archaeologist is monitoring the site during ground disturbance activities pursuant to the mitigation measure requirements.</p>	Native American Tribe

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<p>monitoring shall be conducted per the methods and procedures described in the CRMP for the project.</p> <p>Standard methods of excavation such as grading and trenching shall be monitored by observation of the excavations as they occur.</p> <p>Drilling of project features such as the overhead contact system (OCS) result in earthen materials being delivered to the ground surface as loosened spoils. Materials to be examined by the Archaeological and Native American monitors are spoils removed from the drill holes while the drilling occurs. The monitors must be provided a safe location and opportunity to view spoils as they are being stored prior to being hauled away from the work area. Access of the monitors to the spoils material may be limited by safety concerns or by hazardous materials contamination.</p> <p>If requested by an Archaeological or Native American monitor, opportunities shall be provided for the monitor, as part of their daily shift activities, to screen or rake spoils to determine if the spoils contain cultural materials.</p> <p>Archaeological monitors are empowered to briefly halt construction if a discovery is made during standard excavation, such as grading and trenching, in the area of that discovery and a 50-foot buffer zone. If a Native American monitor wishes to halt construction, the monitor shall consult with the Archaeological monitor, who may then briefly halt construction. A request to halt activities by the Archaeological monitor should have no effect on ground disturbing activities outside the 50-foot buffer zone;</p>					

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<p>however, spoil piles may not be removed until the monitor can examine them.</p> <p>If an Archaeological or Native American monitor observes an isolated find, the Archaeological monitor shall temporarily halt construction in order to document the find. Documentation shall be completed by collecting a GPS point, photography, and recording information onto the daily monitoring log. All isolated prehistoric artifacts shall be collected. Diagnostic historic-era items shall be collected. Once an isolated item is documented, construction may resume.</p>					
<p>MM-AR-2: If buried cultural materials are encountered in areas not actively being monitored during construction, the Contractor Project Foreman shall halt construction in a 50-foot radius around the discovery and shall immediately contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist.</p> <p>Per the CRMP prepared for the proposed project, for any discovery of an archaeological feature, regardless of eligibility, the Metro Environmental Specialist shall notify all Consulting Parties within 48 hours of the discovery. Notifications shall not be made for ubiquitous infrastructure elements such as modern utilities (cistern, electric, gas, sewer, and water supply lines), transportation infrastructure</p>	<p>Los Angeles County Metropolitan Transportation Authority, Contractor Project Foreman</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority Project Manager, Los Angeles County Metropolitan Transportation Authority Environmental Specialist, and Project Archaeologist</p>	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure that specifications as described in this mitigation for handling of buried cultural material that may be encountered in areas that are not actively being monitored during construction. 2. Check, as necessary, to confirm that construction activities are diverted pursuant to the mitigation measure and that the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist have been contacted, and Consulting Parties are notified as described in the mitigation measure. 	<p>FTA, SHPO, other consulting parties</p>
<p>MM-AR-3: In the event that human remains are encountered during construction, potentially destructive activities in the vicinity of the discovery shall be stopped and the provisions of California PRC § 5097.98</p>	<p>Archaeological Monitor</p>	<p>Pre-Construction, Construction</p>	<p>Metro Project Manager, Metro Environmental Specialist, and</p>	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure all measures listed as part of MM-AR-3 have been included. 	<p>LA County Coroner and FTA</p>

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>and HSC § 7050.5 shall be followed. The Archaeological monitor shall halt construction, establish a 50-foot buffer around the discovery, and shall contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist. The Metro Environmental Specialist shall notify the County Coroner on the same day as the discovery and other Consulting Parties within 48 hours of discovery. Treatment of the remains and all subsequent actions shall be completed per the CRMP.</p>			Project Archaeologist	<ol style="list-style-type: none"> 2. Check periodically, as necessary during construction, to confirm that in the event that human remains are uncovered, construction has been halted at least 50 feet from the discovery and the area protected per State Health and Safety Code Section 7050.5. Confirm that the County coroner has been notified to determine the origin and disposition of the human remains pursuant to PRC Section 5097.98. 3. Check periodically, during construction, as necessary, to confirm the NAHC has been notified within 48 hours and all coordination protocols listed under this mitigation measure have been followed, in the event that the coroner determined the remains to be Native American. 	
<p>Although no impacts to paleontological resources are anticipated as a result of the LPA due to the anticipated shallow depth of excavation, the following construction mitigation measure is proposed should excavation depths be greater than anticipated and construction impacts to paleontological resources occur.</p> <p>MM-PR-1: Metro shall retain the services of a qualified paleontologist (minimum of graduate degree, 10 years of experience as a principal investigator, and specialty in vertebrate paleontology) to oversee execution of this mitigation measure. Metro’s qualified principal paleontologist shall then develop a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) acceptable to the collections manager of the Vertebrate Paleontology Section of the</p>	Los Angeles County Metropolitan Transportation Authority, Qualified Paleontologist	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check once prior to construction that a qualified paleontologist has been retained to prepare the PRMMP, if determined necessary based on anticipated depth of construction activities. 2. Check to confirm that the PRMMP, if one is required, has been prepared. 3. Periodically, as necessary, check that a qualified Paleontological Monitor is monitoring sites in accordance with the PRMMP. 	Natural History Museum of Los Angeles County

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<p>Natural History Museum of Los Angeles County. Metro will implement the PRMMP during construction. The PRMMP will clearly demarcate the areas to be monitored and specify criteria. At the completion of paleontological monitoring for the proposed project, a paleontological resources monitoring report will be prepared and submitted to the Natural History Museum of Los Angeles County to document the results of the monitoring activities and summarize the results of any paleontological resources encountered.</p> <p>The PRMMP shall include specifications for processing, stabilizing, identifying, and cataloging any fossils recovered as part of the proposed project. Metro’s qualified principal paleontologist shall prepare a report detailing the paleontological resources recovered, their significance, and arrangements made for their curation at the conclusion of the monitoring effort.</p>					
<p>The following construction mitigation measure is proposed to mitigate potentially significant impacts to paleontological resources that could occur during construction.</p> <p>MM-PR-2: Prior to the start of construction a qualified Principal Paleontologist shall prepare a Paleontological Mitigation Plan (PMP) that includes the following requirements:</p> <ul style="list-style-type: none"> • All project personnel involved in ground-disturbing activities shall receive paleontological resources awareness training before beginning work. • Excavations, excluding drilling, deeper than 8 feet below the current surface in 	<p>Los Angeles County Metropolitan Transportation Authority, Qualified Principal Paleontologist</p>	<p>Pre-Construction, Construction</p>	<p>Los Angeles County Metropolitan Transportation Authority /Qualified Paleontologist</p>	<ol style="list-style-type: none"> 1. Check once prior to construction that a qualified Principal Paleontologist has been retained to prepare the PMP. 2. Check to confirm that the PMP has been prepared and it includes the requirements identified in MM-PR-2. 3. Check as necessary to confirm that personnel involved in ground-disturbing activities have received awareness training. 4. Periodically check, as necessary, that spot checking of excavations deeper than 8 feet is occurring and that a full-time monitor is on site when paleontologically sensitive older alluvium is reached. 	<p>None</p>

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<p>the Quaternary alluvium shall be periodically spot checked to determine when older sediments conducive to fossil preservation are encountered. Once the paleontologically sensitive older alluvium is reached, a qualified paleontologist shall perform full-time monitoring of construction. Should sediments in a particular area be determined by the paleontologist to be unsuitable for fossil preservation, monitoring shall be suspended in those areas. A paleontologist shall be available to be on call to respond to any unanticipated discoveries and may adjust monitoring based on the construction plans and field visits.</p> <ul style="list-style-type: none"> • Sediment samples from the Quaternary older alluvium shall be collected and screened for microfossils. • Recovered specimens shall be stabilized and prepared to the point of identification. Specimens shall be identified to the lowest taxonomic level possible and transferred to an accredited repository for curation along with all associated field and lab data. • Upon completion of project excavation, a Paleontological Mitigation Report (PMR) documenting compliance shall be prepared and submitted to the Lead Agency under CEQA. 				<ol style="list-style-type: none"> 5. Check periodically as necessary to confirm monitoring occurs in accordance with the PMP. 6. Check to confirm that a paleontologist is on call to respond to unanticipated discoveries. 7. Check to confirm that a PMR has been prepared, upon completion of the project, and submitted to Metro, as the CEQA Lead Agency. 	