

**Table RS-1: Summary of Transportation Impacts – San Fernando Valley East-West Transit Corridor**

Alternative	Potential Environmental Impacts	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
<b>Section 3-1 and Section 8-3.1: Effects of the Project on the Transportation System</b>				
BRT (All Alignments)	• Increased Transit Mode Share	Beneficial	• None required.	Beneficial
	• Increased Transit Ridership	Beneficial	• None required.	Beneficial
	• Decreased Daily Vehicle Trips (Highway)	Beneficial	• None required.	Beneficial
RB-3 RB-5 RB-Network	• Increased Transit Mode Share	Beneficial	• None required.	Beneficial
	• Increased Transit Ridership	Beneficial	• None required.	Beneficial
	• Decreased Daily Vehicle Trips (Highway)	Beneficial	• None required.	Beneficial
<b>Section 3-2 and Section 8-3.2: Effects on San Fernando Valley Travel Corridors</b>				
BRT (All Alignments)	• Decreased Daily Vehicle Trips	Beneficial	• None required.	Beneficial
RB-3 RB-5 RB-Network	• Decreased Daily Vehicle Trips	Beneficial	• None required.	Beneficial
<b>Section 3-3 and Section 8-3.3: Localized BRT Crossings and Station Area Traffic Impacts</b>				
Full BRT	• Intersection of Laurel Canyon Blvd/Chandler Blvd	Significant	• Add protected left turns in all directions while widening into existing MTA ROW.	Not Significant
BRT (All Alignments)	• Intersection of De Soto Ave/Victory Blvd	Significant	• Add an extra left turn lane EB; will require widening into the MTA ROW.	Not Significant
	• Intersection of Winnetka Ave/Victory Blvd	Significant	• Add NB protected left turn signal phase.	Not Significant
	• Intersection of Tampa Ave/Topham St	Significant	• Provide protected left-turn lane and signal phasing on Topham Street.	Not Significant

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BRT–Minimum Operable Segment (MOS) Only = a segment of the BRT between Woodman Avenue and Balboa Boulevard.

BRT (All Alignments) = BRT, BRT–Lankershim/Oxnard O/S Alignment, and BRT–MOS.



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BRT (All Alignments) (cont.)	• Intersection of Lankershim Blvd/Burbank Blvd	Significant	• Add left-turn lanes in each direction; will require widening within existing City ROW.	Not Significant
	• Intersection of Haskell St/Victory Blvd	Significant	• Retime traffic signal.	Not Significant
	• Intersection of Sepulveda Blvd/Victory Blvd	Significant	• Retime traffic signal.	Not Significant
	• Intersection of Sepulveda Blvd/Oxnard St	Significant	• Retime traffic signal.	Not Significant
	• Intersection of Woodman Ave/Oxnard St	Significant	• Retime traffic signal.	Not Significant
BRT (Lankershim/ Oxnard Weekend Only)	• Intersection of Lankershim Blvd/Burbank Blvd	Significant	• Add left-turn lanes in each direction; will require widening within existing City ROW (would be implemented as part of Full BRT)	Not Significant
BRT-MOS Only	• Intersection of Winnetka Ave/Victory Blvd	Significant	• Add NB protected left turn.	Not Significant
	• Intersection of Lankershim Blvd/Burbank Blvd	Significant	• Add left-turn lanes in each direction; will require widening within existing City ROW.	Not Significant
	• Intersection of Sepulveda Blvd/Victory Blvd	Significant	• Retime traffic signal	Not Significant
RB-3	• One intersection would operate at LOS E; however, the impact would not be significant.	Not Significant	• None required	Not Significant
RB-5	• One intersection would operate at LOS E; however, the impact would not be significant.	Not Significant	• None required	Not Significant

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RB-Network	<ul style="list-style-type: none"> <li>Six intersections would operate at LOS E; however, the impact would not be significant.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required</li> </ul>	Not Significant
<b>Section 3-4 and Section 8-3.4: Parking</b>				
BRT	<ul style="list-style-type: none"> <li>Potential at-capacity or spillover parking at North Hollywood, Pierce College, and Oxnard/Reseda BRT Stations.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>Monitor parking demand at BRT stations with assistance from LADOT. Prepare parking management strategies to address spillover parking, if it occurs. Develop responses in consultation with LADOT. MTA to provide additional parking on MTA property, if necessary.</li> </ul>	Not Significant
RB-3	<ul style="list-style-type: none"> <li>Removal of 65 on-street parking spaces to accommodate RB stops.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>Monitor parking demand at RB stops with assistance from LADOT. Prepare parking management strategies to address spillover parking, if it occurs. Develop responses in consultation with LADOT.</li> </ul>	Not Significant
RB-5	<ul style="list-style-type: none"> <li>Removal of 80 on-street parking spaces to accommodate RB stops.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>Monitor parking demand at RB stops with assistance from LADOT. Prepare parking management strategies to address spillover parking, if it occurs. Develop responses in consultation with LADOT.</li> </ul>	Not Significant
RB-Network	<ul style="list-style-type: none"> <li>Removal of 150 on-street parking spaces to accommodate RB stops.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>Monitor parking demand at RB stops with assistance from LADOT. Prepare parking management strategies to address spillover parking, if it occurs. Develop responses in consultation with LADOT.</li> </ul>	Not Significant

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**Table RS-2: Summary of Operational Impacts**

Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
<b>Land Use and Development (Section 4-1 and Section 8-4.1)</b>				
No Build TSM	<ul style="list-style-type: none"> <li>Would not affect local land use or development.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
BRT	<ul style="list-style-type: none"> <li>Would require the displacement of 6 residential units.</li> </ul>	Significant	<ul style="list-style-type: none"> <li>See A&amp;D-1 in section 4-2.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Some stations in close proximity to residential areas with potential effects related to noise, air, etc.</li> </ul>	Significant	<ul style="list-style-type: none"> <li>LU-1: Landscaping and walls where stations are close to residential-zoned areas.</li> </ul>	Not Significant
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Would not result in the loss of a major land use in a specific area.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Would generally be consistent with local planning and zoning.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required; however, a Class I and Class II bikeway were explored as part of Preliminary Engineering.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Winnetka station park-and-ride option would result in an inconsistency but existing uses are already inconsistent.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Overall, would not result in a large increase in development. Site-specific development projects may occur at some stations.</li> </ul>	Not Significant, some Beneficial	<ul style="list-style-type: none"> <li>LU-2: Joint-development proposals for the Sepulveda park-and-ride will incorporate measures to protect the Cameron Woods neighborhood.</li> </ul>	Not Significant, some Beneficial
RB-3 RB-5	<ul style="list-style-type: none"> <li>Would not result in substantial changes to existing land use patterns.</li> </ul>	Not significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not significant
RB-Network	<ul style="list-style-type: none"> <li>Would not result in the loss of a major land use in a specific area.</li> </ul>	Not significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not significant

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RB-3 RB-5 RB-Network (cont.)	<ul style="list-style-type: none"> <li>Would be inconsistent with the following plans by precluding the construction of a high-capacity transit system in the Valley and/or a transit system/stations in the MTA ROW:                             <ul style="list-style-type: none"> <li>SCAG Regional Comprehensive Plan and Guide</li> <li>SCAG 2001 Regional Transportation Plan</li> <li>City of Los Angeles General Plan Transportation Element</li> <li>Van Nuys-North Sherman Oaks Community Plan</li> <li>Encino-Tarzana Community Plan</li> <li>Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan</li> <li>Warner Center Specific Plan</li> </ul> </li> </ul>	Significant	<ul style="list-style-type: none"> <li>Amending these numerous plans would severely alter their objectives without any substitute objective that will curtail widespread growth. Accordingly, there are no feasible mitigation measures to eliminate, or substantially reduce, the significant land use impact.</li> </ul>	Significant
	<ul style="list-style-type: none"> <li>Would not stimulate development to a level inconsistent with applicable plans.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not significant.
<b>Acquisitions and Displacements (Section 4-2 and Section 8-4.2)</b>				
No Build TSM	<ul style="list-style-type: none"> <li>No effect on existing MTA lease agreements or private property.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
Full BRT	<ul style="list-style-type: none"> <li>Termination of 109 MTA lease agreements resulting in the displacement of 14 businesses and 16 outdoor advertising signs.</li> <li>Full acquisition of 7 parcels outside the MTA right-of-way resulting in the displacement of 9 businesses.</li> </ul>	Significant	<ul style="list-style-type: none"> <li>A&amp;D-1: Businesses displaced through termination of MTA leases may receive relocation assistance under both the federal Uniform Act and California Act, depending upon the individual lease agreement. Potential property acquisitions and occupant displacements outside the MTA right-of-way would be subject to both the federal Uniform Act and California Act.</li> </ul>	Not Significant

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
BRT-Lankershim/Oxnard O/S Only	• Termination of 80 MTA lease agreements resulting in the displacement of 12 businesses and 12 outdoor advertising signs.	Significant	• A&D-1: Same as above.	Not Adverse (Not Significant)
	• Full acquisition of 4 parcels outside the MTA right-of-way resulting in the displacement of 7 businesses.			
BRT-MOS Only	• Termination of 80 MTA lease agreements resulting in the displacement of 11 businesses and 12 outdoor advertising signs.	Significant	• A&D-1: Same as above.	Not Adverse (Not Significant)
	• Full acquisition of 2 parcels outside the MTA right-of-way resulting in the displacement of 2-businesses.			
RB-3 RB-5 RB-Network	• Would not require any full or partial acquisition of property or affect any lease agreements. Would not displace residences or businesses.	No Effect	• None required.	No Effect
<b>Demographics and Neighborhoods (Section 4-3 and Section 8-4.3)</b>				
No Build	• No effect on demographics, neighborhood character, access, and security, or minority and low income populations.	No Effect	• None required.	No Effect
TSM	• No effect on demographics or neighborhood character, access, and security.	No Effect	• None required.	No Effect
	• Would improve transit service for minority and low-income populations.	Beneficial	• None required.	Beneficial
BRT (All Alignments)	• No significant shift or gain/loss in population.	Not Significant	• None required.	Not Significant
	• Would be compatible with previous transportation uses of corridor and neighborhood character.	Not Significant	• None required.	Not Significant
	• Would not eliminate legal crossings; would add 3 more signalized crossings, including two mid-block crossings in Orthodox Jewish community.	No Effect	• None required.	No Effect

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BRT (All Alignments) (cont.)	<ul style="list-style-type: none"> <li>Stop locations would not affect neighborhood security, no new views into adjoining neighborhoods would be created, security against crimes would be maintained through active processes and passive measures.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>D&amp;N-1: Fill in landscaping gaps so that backyards and second stories are shielded from views and restore sense of perceived security to adjacent residential neighborhoods.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would improve transit services for minority and low-income populations.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>No significant shift or gain/loss in population.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would be compatible with previous transportation uses of corridor and neighborhood character.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would not eliminate legal crossings.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Stop locations would not have a significant impact on neighborhood security or views into adjoining neighborhoods. Security against crimes would be maintained through active processes and passive measures.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would improve transit services for low- to moderate-income populations.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
<b>Community Facilities and Services (Section 4-4 and Section 8-4.4)</b>				
No Build	<ul style="list-style-type: none"> <li>Would not affect police or fire services, schools, libraries, or religious institutions.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
TSM	<ul style="list-style-type: none"> <li>Would not substantially increase demand for police and fire services or emergency response times.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would improve access to schools, libraries, and some religious facilities.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Would not substantially increase demand for police and/or fire services or affect emergency response times.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant

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BRT (All Alignments) (cont.)	<ul style="list-style-type: none"> <li>Would improve access to schools, libraries, and some religious facilities. Mid-block pedestrian crossing provided at two locations serving religious institutions.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Would not substantially increase demand for police and fire services or affect emergency response times.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would improve access to schools, libraries, some religious facilities, and other community facilities.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
<b>Fiscal and Economic Conditions (Section 4-5 and Section 8-4.5)</b>				
No Build	<ul style="list-style-type: none"> <li>Would not affect the local or regional job supply or result in the loss of property tax revenue.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
TSM	<ul style="list-style-type: none"> <li>Would generate a total of approximately 588 FTE jobs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Would not result in the loss of tax revenue</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
Full BRT	<ul style="list-style-type: none"> <li>Would result in the loss of approximately 53 jobs.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None likely to be required given available relocation opportunities. Relocation assistance where necessary (see Section 4-2).</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would generate approximately 1,078 FTE jobs</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Would result in the annual loss of \$19,080 in tax revenue</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None available.</li> </ul>	Not Significant
BRT- Lankershim/ Oxnard O/S Only	<ul style="list-style-type: none"> <li>Would result in the loss of approximately 39 jobs.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None likely to be required given available relocation opportunities. Relocation assistance where necessary (see Section 4-2).</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would generate a total of approximately 1,080 FTE jobs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial

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BRT-Lankershim/Oxnard O/S Only (cont.)	<ul style="list-style-type: none"> <li>Would result in the annual loss of approximately \$13,740 in tax revenue.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None available.</li> </ul>	Not Significant
MOS	<ul style="list-style-type: none"> <li>Would result in the loss of approximately 15 jobs.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None likely to be required given available relocation opportunities. Relocation assistance where necessary (see Section 4-2).</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would generate a total of 922 FTE jobs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Would result in the annual loss of approximately \$10,070 in tax revenue.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None available.</li> </ul>	Not Significant
RB-3	<ul style="list-style-type: none"> <li>Would generate approximately 1,207 FTE jobs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Would not result in the loss of jobs or tax revenue.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
RB-5	<ul style="list-style-type: none"> <li>Would generate approximately 1,269 FTE jobs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Would not result in the loss of jobs or tax revenue.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
RB-Network	<ul style="list-style-type: none"> <li>Would generate approximately 1,745 FTE jobs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Would not result in the loss of jobs or tax revenue.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
<b>Visual and Aesthetic Conditions (Section 4-6 and Section 8-4.6)</b>				
No Build	<ul style="list-style-type: none"> <li>Would not affect existing visual and aesthetic conditions.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect

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BRT (All Alignments)	<ul style="list-style-type: none"> <li>Visual impacts would be minimal. Existing abandoned rail corridor would be landscaped, industrial leases would be terminated, and a busway and aesthetically unobtrusive stops constructed. Some mature trees would be removed.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>V&amp;A-1: A certified arborist was retained to conduct an inspection of potentially affected eucalyptus trees. Removed trees shall be replaced with trees of similar qualities (evergreen, vertical, fast growing) consistent with Preliminary Engineering specifications.</li> <li>V&amp;A-2: During design, and construction, the busway alignment and placement of elements such as soundwalls, fences, and berms will avoid removing existing mature trees, where possible.</li> <li>V&amp;A-3: The following Metro Art policies (based on FTA circular 9400.1A) will be applied: 1) Metro Art staff will form a Metro Art Advisory group to generate ideas, establish and monitor the budget, and select design teams; 2) design excellence will be an important criterion for selection of design team members; and 3) graphic signage and wayfinding elements will be designed to be logical and easy-to-read.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Visual impacts would be minimal. Would utilize existing streets and construct visually and aesthetically unobtrusive RB stops. Some street trees would be removed but would be replaced, as necessary.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
<b>Air Quality (Section 4-7 and Section 8-4.7)</b>				
No Build	<ul style="list-style-type: none"> <li>Would not increase or decrease criteria pollutants.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
TSM	<ul style="list-style-type: none"> <li>Would result in a decrease in ROG and CO, and a negligible change in NOx and PM<sub>10</sub> concentrations. All criteria pollutants would change by less than 1 percent and would not violate CFR 40 Part 51.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant

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**Table RS-2: Summary of Operational Impacts**

Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
TSM (cont.)	• Would not exceed State one- or eight-hour CO standards.	Not Significant	• None required.	Not Significant
	• Cumulatively, would not increase regional daily emissions of criteria pollutants.	Not Significant	• None required.	Not Significant
BRT	• Would result in a decrease in CO, NO <sub>x</sub> , and PM <sub>10</sub> and a negligible increase in ROG concentrations. Criteria pollutants would not violate CFR 40 Part 51.	Not Significant	• None required.	Not Significant
BRT-Lankershim/Oxnard O/S Only	• Would result in a decrease in CO and ROG, a negligible increase in NO <sub>x</sub> , and no change in PM <sub>10</sub> concentrations. Criteria pollutants would not violate CFR 40 Part 51.	Not Significant	• None required.	Not Significant
BRT-MOS Only	• Would result in a decrease in CO and NO <sub>x</sub> and no change in ROG and PM <sub>10</sub> concentrations. Criteria pollutants would not violate CFR 40 Part 51.	Not Significant	• AQ-1: MTA buses will comply with SCAQMD Rule 1192.	Not Significant
BRT (All Alignments)	• Would not exceed the State one- or eight-hour CO standards.	Not Significant	• None required.	Not Significant
	• Cumulatively, would reduce daily regional emissions.	Beneficial	• None required.	Beneficial
RB-3	• Would not exceed State one- or eight-hour CO standards.	Not Significant	• None required.	Not Significant
	• Would result in a decrease in CO, NO <sub>x</sub> , and ROG and a negligible change in PM <sub>10</sub> emissions.	Not Significant	• None required.	Not Significant
RB-5	• Would not exceed State one- or eight-hour CO standards.	Not Significant	• None required.	Not Significant
	• Would result in a decrease in CO and ROG and negligible change in NO <sub>x</sub> and PM <sub>10</sub> emissions.	Not Significant	• None required.	Not Significant
RB-Network	• Would not exceed State one- or eight-hour CO standards.	Not Significant	• None required.	Not Significant

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
RB-Network (cont.)	<ul style="list-style-type: none"> <li>Would result in a decrease in CO and negligible change in NO<sub>x</sub>, ROG, and PM<sub>10</sub> emissions.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
<b>Energy (Section 4-8 and Section 8-4.8)</b>				
No Build	<ul style="list-style-type: none"> <li>Would not affect energy consumption.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
TSM	<ul style="list-style-type: none"> <li>Would decrease energy consumption compared to No Build by approximately 60 billion BTUs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
BRT	<ul style="list-style-type: none"> <li>Would decrease energy consumption compared to No Build by 108 billion BTUs and compared to TSM by 48 billion BTUs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
BRT-Lankershim/Oxnard O/S Only	<ul style="list-style-type: none"> <li>Would decrease energy consumption compared to No Build by 103 billion BTUs and compared to TSM by 43 billion BTUs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
BRT-MOS Only	<ul style="list-style-type: none"> <li>Would decrease energy consumption compared to No Build by 97 billion BTUs and compared to TSM by 37 billion BTUs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
RB-3	<ul style="list-style-type: none"> <li>Would decrease energy consumption compared to No Build by 72 billion BTUs and compared to TSM by 12 billion BTUs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
RB-5	<ul style="list-style-type: none"> <li>Would decrease energy consumption compared to No Build by 63 billion BTUs and compared to TSM by 3 billion BTUs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
RB-Network	<ul style="list-style-type: none"> <li>Would decrease energy consumption compared to No Build by 69 billion BTUs and compared to TSM by 9 billion BTUs.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
<b>Noise and Vibration (Section 4-9 and Section 8-4.9)</b>				
No Build	<ul style="list-style-type: none"> <li>Changes in traffic limited to normal growth resulting in marginal noise increases.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
TSM	<ul style="list-style-type: none"> <li>Increased bus traffic would result in marginal noise increases.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
BRT	<ul style="list-style-type: none"> <li>Would affect 454 noise-sensitive receptors.</li> </ul>	Significant	<ul style="list-style-type: none"> <li>N&amp;V-1: Quieter Vehicles. Include noise limits in the vehicle specifications to minimize vehicle noise emissions.</li> <li>N&amp;V-2: Sound Barriers. Installation of soundwalls and/or berms along the alignment to block the sound path. (See Preliminary Engineering drawings for locations.)</li> </ul> <p>The following measure will be implemented if the first two mitigation measures do not reduce noise impacts to below the level of significance.</p> <ul style="list-style-type: none"> <li>N&amp;V-3: Sound Insulation. Noise control at the receivers, including replacing or improving windows, weather stripping doors, and installing central air-conditioning systems.</li> </ul>	<ul style="list-style-type: none"> <li>Not Significant if all mitigation measures are applied</li> <li>Potentially Significant at some loc's. if quieter buses cannot be placed in service (Residual impacts: Full BRT= 0 receptors; On-Street= 155 receptors; MOS= 3 receptors)</li> </ul>
BRT-Lankershim/Oxnard O/S Only	<ul style="list-style-type: none"> <li>Would affect 440 noise-sensitive receptors.</li> </ul>			
BRT-MOS Only	<ul style="list-style-type: none"> <li>Would affect 43 noise-sensitive receptors.</li> </ul>			

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
BRT	<ul style="list-style-type: none"> <li>Would potentially cause vibration impacts exceeding FTA vibration criteria at one sound studio.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>N&amp;V-4: Vibration Reduction Measures. If an adverse significant impact materializes after construction of the sound studio and the BRT, MTA will employ appropriate mitigation measures to reduce the resultant impact to a level of insignificance. Among the measures that may be employed are a vibration reduction trench and a reduction in bus speed.</li> </ul>	Not Significant
RB-3	<ul style="list-style-type: none"> <li>Would affect 198 noise-sensitive receptors. Moderate impacts to 132 single-family residences and 66 multifamily residences.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
RB-5	<ul style="list-style-type: none"> <li>Would affect 848 noise-sensitive receptors. Moderate impacts to 503 single-family residences and 315 multifamily residences. Severe impacts were identified for 18 single-family residences and 12 multifamily residences.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>R-N&amp;V-1: Quieter Vehicles: Existing MTA Metro Rapid CNG buses were found to generate about 3 dB more than the national average. Using buses that are as quiet as the national average would mitigate the noise impacts to less than significant.</li> <li>R-N&amp;V-2: Sound Barriers: In some limited locations where backyards face the Rapid Bus street, barriers could be used to effectively reduce noise from not only the Rapid Buses but also existing traffic noise.</li> <li>R-N&amp;V-3: Sound Insulation: Improving the sound isolation of the structure can help reduce interior noise.</li> </ul>	Not Significant
RB-Network	<ul style="list-style-type: none"> <li>Would affect 984 noise-sensitive receptors. Moderate noise impacts to 693 single-family residences and 291 multifamily residences.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant

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<b>Geotechnical Considerations (Section 4-10 and Section 8-4.10)</b>				
No Build TSM	<ul style="list-style-type: none"> <li>No geotechnical considerations.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
BRT (All Alignments)	<ul style="list-style-type: none"> <li>No major landform alterations or mineral loss would occur.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>No Alquist-Priolo Earthquake Fault Zones cross the proposed corridor. A fault may cross between Laurel Canyon and North Hollywood stations.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>GEO-1: Comprehensive fault rupture hazard investigation will be performed and appropriate design changes will be made during final design.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>No evidence of subsidence currently occurring within the project area.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Would not substantially increase the level of risk of seismic settlement.</li> <li>Soils are potentially liquefiable and could affect structures during earthquakes.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>GEO-2: Detailed geotechnical investigation will be performed to delineate specific areas of potential liquefaction or settlement. Further details will be developed during the final design phase.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would not result in public exposure to contaminated soils.</li> </ul>			
RB-3 RB-5	<ul style="list-style-type: none"> <li>No major landform alterations or mineral loss would occur.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>No Alquist-Priolo Earthquake Fault Zones cross the proposed routes. A fault may cross Chandler Boulevard in the southeastern portion of the Valley. However, no major structures designed for human occupancy would be built.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>No evidence of subsidence currently occurring along routes.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Would not substantially increase the level of risk from seismic settlement.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
RB-3 RB-5 (cont.)	• Soils are potentially liquefiable; however, only minor structures would be built.	Not Significant	• None required.	Not Significant
	• Would not result in public exposure to contaminated soils.	No Effect	• None required.	No Effect
RB-Network	• No major landform alterations or mineral loss would occur.	No Effect	• None required.	No Effect
	• An Alquist-Priolo Earthquake Fault Zone crosses the proposed San Fernando Road route. A fault may cross Chandler Boulevard in the southeastern portion of the Valley. However, no major structures designed for human occupancy would be built.	Not Significant	• None required.	Not Significant
	• No evidence of subsidence currently occurring along routes.	No Effect	• None required.	No Effect
	• Would not substantially increase the level of risk from seismic settlement.	Not Significant	• None required.	Not Significant
	• Soils are potentially liquefiable; however, only minor structures would be built.	Not Significant	• None required.	Not Significant
	• Would not result in public exposure to contaminated soils.	No Effect	• None required.	No Effect
<b>Biological Resources (Section 4-11 and Section 8-4.11)</b>				
No Build TSM	• Would not directly or indirectly affect any biological resources.	No Effect	• None required.	No Effect
BRT (All Alignments)	• Project area does not support habitat for protected species.	No Effect	• None required.	No Effect
	• Runoff could marginally affect riparian habitat and other vegetation downstream of the Los Angeles River crossing.	Not Significant	• BIO-1: Project will be required to comply with applicable provisions of sections 401 and 402 of the Federal Clean Water Act	Not Significant

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
BRT (All Alignments) (cont.)	<ul style="list-style-type: none"> <li>Project area does not include any established native resident or migratory wildlife corridors or native nursery sites.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Would not conflict with established policies. Removal of active bird nests may be a violation of the MBTA.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>Coordinate construction and nesting time frames to avoid impact. (See Table S-3.)</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Project area is not part of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Would not indirectly affect wildlife, wildlife dispersion corridors, or sensitive species.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
RB-3	<ul style="list-style-type: none"> <li>Project area does not support habitat for protected species.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Project area does not include any established native resident or migratory wildlife corridors or native nursery sites.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Would remove 11 ornamental street trees and replace trees, as necessary.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would not conflict with established policies. Would not remove active bird nests.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>Coordinate ornamental street tree removal and nesting time frames to avoid impact.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Project area is not part of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Would not indirectly affect wildlife, wildlife dispersion corridors, or sensitive species.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect

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RB-5	• Project area does not support habitat for protected species.	No Effect	• None required.	No Effect
	• Project area does not include any established native resident or migratory wildlife corridors or native nursery sites.	No Effect	• None required.	No Effect
	• Would remove 5 ornamental street trees and replace trees, as necessary.	Not Significant	• None required.	Not Significant
	• Would not conflict with established policies. Would not remove active bird nests.	Not Significant	• Coordinate ornamental street tree removal and nesting time frames to avoid impact.	Not Significant
	• Project area is not part of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.	No Effect	• None required.	No Effect
	• Would not indirectly affect wildlife, wildlife dispersion corridors, or sensitive species.	No Effect	• None required.	No Effect
RB-Network	• Project area does not support habitat for protected species.	No Effect	• None required.	No Effect
	• Project area does not include any established native resident or migratory wildlife corridors or native nursery sites.	No Effect	• None required.	No Effect
	• Would remove 26 ornamental street trees and replace trees, as necessary.	Not Significant	• None required.	Not Significant
	• Would not conflict with established policies. Would not remove active bird nests.	Not Significant	• Coordinate ornamental street tree removal and nesting time frames to avoid impact.	Not Significant
	• Project area is not part of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.	No Effect	• None required.	No Effect
	• Would not indirectly affect wildlife, wildlife dispersion corridors, or sensitive species.	No Effect	• None required.	No Effect

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<b>Water Resources (Section 4-12 and Section 8-4.12)</b>				
No Build TSM	<ul style="list-style-type: none"> <li>Would not increase impervious surfaces and would not affect groundwater resources or floodplains.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Relatively minor increase in impervious surfaces resulting in a small increase in runoff.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>WR-1: Runoff will be managed by Best Management Practices and a Storm Water Pollution Prevention Plan under NPDES permit requirements. Consider, in final design, alternative methods to collect and discharge runoff that foster conservation.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would be separated from water table and would not substantially affect groundwater resources or beneficial uses.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>WR-2: Additional piezometers will be installed and monitored to better establish groundwater conditions.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would include new bridges across flood control channels that either span the channel or would be compatible with the hydraulic design capacity of the channel.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>WR-3: Final design of the bridge across the Los Angeles River and other water crossings will be reviewed by the U.S. Army Corps of Engineers and L.A. County Flood Control District to ensure adequate hydraulic capacity.</li> <li>WR-4: Site-specific design accommodations will be made to structures and drainage facilities will be located within the Sepulveda Flood Control Basin. Design/build specifications will require consultation with U.S. Army Corps.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Would not increase impervious surfaces and would not affect groundwater resources.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Would use existing roads and bridges to cross flood hazard zones.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
<b>Safety and Security (Section 4-13 and Section 8-4.13)</b>				
No Build	<ul style="list-style-type: none"> <li>Would not increase accident rates, crime rates, or emergency response times.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
TSM BRT (All Alignments)	<ul style="list-style-type: none"> <li>Potential for marginal increase in bus accidents; however, net benefits are likely due to improved signalization and exclusive busway.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>May result in an extremely small increase in crime, remain unchanged, or be reduced as a result of added surveillance, monitoring equipment, or communications devices. Security against crimes would be maintained through active processes and passive measures.</li> </ul>	Not Significant to Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant or Beneficial
	<ul style="list-style-type: none"> <li>Would not affect emergency response times.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Potential for marginal increase in accidents; however increase would be offset as the number of automobiles on the road decreases with increasing public transit ridership.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would incorporate preventative measures and crime prevention policies to deter criminal acts and protect passengers, employees, and the community from crime.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would only marginally affect traffic conditions; thus, would not negatively affect emergency access or evacuation routes.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
<b>Cultural Resources (Section 4-14 and Section 8-4.14)</b>				
No Build TSM	<ul style="list-style-type: none"> <li>Would not affect cultural resources.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Would not result in any significant direct or indirect effects to cultural resources.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Would not result in any significant direct or indirect effects to cultural resources.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
<b>Section 4(f) Evaluation (Section 4-15 and Section 8-4.15)</b>				
No Build TSM BRT (All Alignments)	<ul style="list-style-type: none"> <li>Would not result in the direct, constructive, or temporary use of protected public parks and recreation areas, public wildlife and waterfowl refuges, or protected historic sites.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>A Section 4(f) Evaluation is only required by NEPA. Since MTA is no longer seeking federal funds for this project, this Revised FEIR is strictly a CEQA document, and a Section 4(f) Evaluation is not required and was not conducted.</li> </ul>	N/A	<ul style="list-style-type: none"> <li>None required.</li> </ul>	N/A

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
<b>Other Impact Considerations (Section 4-16 and Section 8-4.16)</b>				
No Build TSM	<ul style="list-style-type: none"> <li>Would not result in indirect or cumulative impacts, substantially affect either short-term use of the environment or long term productivity, involve any substantial irreversible and irretrievable commitment of resources, or induce substantial growth.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
BRT (All Alignments)	<ul style="list-style-type: none"> <li>May result in indirect effects related to transportation through benefits in local and regional air quality and congestion as transit ridership increases and daily vehicle trips on highways decrease.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>May result in indirect effects related to land use through joint-use development opportunities at station areas and along the right-of-way.</li> </ul>	Not Significant, some Beneficial	<ul style="list-style-type: none"> <li>None required, other than following local planning policies.</li> </ul>	Not Significant, some Beneficial
	<ul style="list-style-type: none"> <li>May result in indirect effects related to community facilities and services through increased transit access.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>May result in indirect effects to fiscal and economic conditions as businesses would be served by a more efficient transit system with regional links.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>May result in short-term indirect noise and vibration effects associated with construction activities.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>See section 5-10.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>May result in indirect biological effects from pollutants entering the Los Angeles River.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>See section 4-11.</li> </ul>	Not Significant

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
BRT (All Alignments) (cont.)	<ul style="list-style-type: none"> <li>No adverse cumulative effects; some beneficial cumulative effects related to transportation, land use and development, community facilities and services, fiscal and economic conditions, air quality, and energy.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Would maintain and enhance productivity and general quality of life in San Fernando Valley and greater Los Angeles.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Short-term uses of the environment include temporary, localized traffic obstructions, air emissions, noise, vibration, light, and glare near construction activities.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Would involve irreversible and irretrievable commitment of a range of natural, physical, human, and fiscal resources, primarily for construction.</li> </ul>	Net Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Net Beneficial
	<ul style="list-style-type: none"> <li>Would not cause any significant unplanned growth.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>May result in indirect effects related to transportation through benefits in local and regional air quality and congestion as transit ridership increases and daily vehicle trips on highways decrease.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>May result in indirect effects related to community facilities and services through increased transit access.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>May result in indirect effects to fiscal and economic conditions as businesses would be served by a more efficient transit system with regional links.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial

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Alternative	Potential Environmental Impacts – Operation	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
RB-3	<ul style="list-style-type: none"> <li>May result in the indirect reduction in the consumption of fossil fuels as persons choose to use public transit rather than automobiles</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
RB-5		Beneficial		Beneficial
RB-Network (cont.)	<ul style="list-style-type: none"> <li>No adverse cumulative effects; some beneficial cumulative effects related to transportation, community facilities and services, fiscal and economic conditions, air quality, and energy.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
	<ul style="list-style-type: none"> <li>Would involve irreversible and irretrievable commitment of a range of natural, physical, human, and fiscal resources, primarily for construction.</li> </ul>	No Net Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Net Effect
	<ul style="list-style-type: none"> <li>Would not cause any significant unplanned growth.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant

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<b>Table RS-3: Summary of Construction Impacts</b>				
<b>Alternative</b>	<b>Potential Environmental Impacts – Construction</b>	<b>Degree: CEQA</b>	<b>Mitigation Measures</b>	<b>Residual Impact: CEQA</b>
<b>Transportation and Parking (Section 5-2 and Section 8-5.2)</b>				
No Build TSM	<ul style="list-style-type: none"> <li>No adverse effects on congestion or accessibility, due to no assumed construction.</li> </ul>	No Effect	None required.	No Effect
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Temporary traffic disruption and congestion at varying locations in the construction area.</li> <li>Temporary lane and street closures.</li> <li>Some loss of on-street parking.</li> </ul>	Significant	<ul style="list-style-type: none"> <li>T&amp;P-C1: Preparation and implementation of work site traffic control and traffic circulation plans.</li> <li>T&amp;P-C2: Constrain/minimize street closures.</li> <li>T&amp;P-C3: Develop and adhere to preferred haul route plans.</li> <li>T&amp;P-C4: Coordinate construction with other projects.</li> <li>T&amp;P-C5: Develop and adopt parking plan including off-street parking for construction workers.</li> <li>T&amp;P-C6: LADOT to provide latest versions of applicable contractor guidance regarding requirements, signs, and traffic control plans.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>No significant effects on congestion or accessibility, due to only minor construction necessary to establish new on-street RB stops and install equipment for transit priority.</li> </ul>	Not Significant	None required.	Not Significant
<b>Acquisitions and Displacements (Section 5-3 and Section 8-5.3)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Limited number of temporary construction easements may be required, exact number depending upon final engineering.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>A&amp;D-1: Businesses displaced by the termination of MTA leases may receive relocation assistance under both the federal Uniform Act and California Act, depending upon the individual lease agreement. Temporary displacements of property outside the MTA right-of-way would be subject to both the Uniform Act and California Act.</li> </ul>	Not Significant

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<b>Alternative</b>	<b>Potential Environmental Impacts – Construction</b>	<b>Degree: CEQA</b>	<b>Mitigation Measures</b>	<b>Residual Impact: CEQA</b>
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>No temporary construction easements required.</li> </ul>	No Effect	None required.	No Effect
<b>Demographics and Neighborhoods (Section 5-4 and Section 8-5.4)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Temporary, localized, intermittent nuisance from changes in air quality, noise, vibration, glare, or reduced access associated with construction activities in small areas along major roadways.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required beyond measures related to transportation and parking, community facilities and services, visual and aesthetic conditions, air quality, noise and vibration, and safety and security.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Some additional construction jobs generated. However, additional workers would likely commute from surrounding areas.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Temporary, localized, intermittent nuisance from changes in noise and reduced parking associated with construction of new RB stops and loop detectors.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required beyond measures related to transportation and parking, community facilities and services, and noise and vibration.</li> </ul>	Not Significant
<b>Community Facilities and Services (Section 5-5 and Section 8-5.5)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Would result in temporary impairment of access to some community facilities due to street or lane closures.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>CF-C1: Implementation of Best Management Practices, adherence to local and state ordinances, and approval of traffic management plan.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Emergency response times may be adversely affected by some street and lane closures.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>CF-C2: Plans will be reviewed with emergency personnel prior to construction. Emergency vehicle access will be included in construction specifications.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Temporary, localized, intermittent impact to schools and libraries, religious institutions, and health care facilities from changes in air quality or noise associated with construction activities.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>Adherence to local standards and ordinances regarding noise and air quality.</li> </ul>	Not Significant

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Alternative	Potential Environmental Impacts – Construction	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
BRT (All Alignments) (cont.)	<ul style="list-style-type: none"> <li>Student safety could be affected by hazards associated with construction sites. Standard construction practices would minimize this impact.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>CF-C3: School officials will be consulted to provide for least intrusive feasible construction process.</li> <li>CF-C4: School officials will be consulted to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses.</li> <li>CF-C5: Crossing guards or flag men will be provided at construction sites in proximity to schools and where school pedestrian routes cross construction areas.</li> <li>CF-C6: Construction scheduling and haul routes will be sequenced to minimize conflicts with pedestrians, school buses, and vehicular traffic during arrivals and dismissals of the school day.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Would not generate significant new physical intrusions on facilities and services adjacent to the proposed RB stops and routes</li> </ul>	Not Significant	None required.	Not Significant
<b>Fiscal and Economic Conditions (Section 5-6 and Section 8-5.6)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Temporary, intermittent, localized construction-related impacts on air quality, noise, vibration, safety risks, aesthetics, visibility, and accessibility of businesses in the project area.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required beyond measures in other subject areas.</li> </ul>	Not Significant
BRT	<ul style="list-style-type: none"> <li>Approximately 21,440-22,350 FTE jobs generated.</li> </ul>	Beneficial	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Beneficial
BRT- Lankershim/ Oxnard O/S Only	<ul style="list-style-type: none"> <li>Approximately 19,590 FTE jobs generated.</li> </ul>			
BRT-MOS Only	<ul style="list-style-type: none"> <li>Approximately 11,280 FTE jobs generated.</li> </ul>			

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<b>Alternative</b>	<b>Potential Environmental Impacts – Construction</b>	<b>Degree: CEQA</b>	<b>Mitigation Measures</b>	<b>Residual Impact: CEQA</b>
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Minor construction activities would not generate significant physical intrusions to area businesses.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>A very small number of new construction jobs would be generated by the minor construction requirements.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
<b>Visual and Aesthetic Conditions (Section 5-7 and Section 8-5.7)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Short-term visual impacts due to the presence of construction equipment and fences.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Only minor short-term visual impacts due to the minor construction necessary to establish new RB stops and install loop detectors.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
<b>Air Quality (Section 5-8 and Section 8-5.8)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Temporary increases in emissions and localized concentrations, at varying locations.</li> <li>Exceed SCAQMD threshold of 150 ppd for PM<sub>10</sub> during the excavation/aggregate base placement phase of construction.</li> </ul>	Significant	<ul style="list-style-type: none"> <li>AQ-C1: Minimize use of diesel equipment.</li> <li>AQ-C2: Coordinate haul routes and staging areas with LADOT.</li> <li>AQ-C3: Use site wetting to reduce dust.</li> <li>AQ-C4: Cover haul trucks.</li> <li>AQ-C5: Sweep streets in areas of dust production.</li> <li>AQ-C6: Follow SCAQMD Rule 403 for dust control.</li> <li>AQ-C7: Suspend grading in high winds.</li> <li>AQ-C8: Apply water to disturbed surface areas to maintain stabilized surface.</li> <li>AQ-C9: Apply chemical stabilizers to disturbed surface areas within 5 days of grading completion.</li> <li>AQ-C10: Apply water to all unpaved roads every 2 hours of construction activity.</li> <li>AQ-C11: Reduce vehicular speeds to 15 mph on unpaved roads.</li> </ul>	Potentially Significant

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Alternative	Potential Environmental Impacts – Construction	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Very minor temporary increases in emissions generated by construction of new on-street RB stops and establishment of transit priority.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
<b>Noise and Vibration (Section 5-9 and Section 8-5.9)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Noise exceeding annoyance levels at locations nearby to construction activities.</li> </ul>	Significant	<ul style="list-style-type: none"> <li>N&amp;V-C1: Install temporary soundwalls and use property line noise limits in construction specifications.</li> <li>N&amp;V-C2: Require contractor to adhere to site and equipment specifications.</li> </ul>	Potentially Significant
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Potential for localized vibration exceeding annoyance levels.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>N&amp;V-C3: Use construction specifications for vibration limits. Limitations on areas of high-vibration activity, and monitoring.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Construction of new curbside RB stops and establishment of transit priority would generate temporary, intermittent increases in noise levels.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
<b>Geotechnical Considerations (Section 5-10 and Section 8-5.10)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Underpass construction beneath I-405 requires slope design considerations.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
	<ul style="list-style-type: none"> <li>Potential for subsurface hazardous materials and on-site usage during construction.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>GEO-C1: Conduct remediation and cleanup as required by applicable regulations.</li> </ul>	Not Significant

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<b>Alternative</b>	<b>Potential Environmental Impacts – Construction</b>	<b>Degree: CEQA</b>	<b>Mitigation Measures</b>	<b>Residual Impact: CEQA</b>
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Would not improve undeveloped land. Would require only superficial subsurface work.</li> </ul>	No Effect	<ul style="list-style-type: none"> <li>None required.</li> </ul>	No Effect
<b>Biological Resources (Section 5-11 and Section 8-5.11)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Potential for removal of trees containing nesting birds, subject to Migratory Bird Treaty Act requirements.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>BIO-C1: Use ornithologist to survey construction zone and provide appropriate avoidance measures.</li> </ul>	Not Significant
	<ul style="list-style-type: none"> <li>Potential for construction runoff to enter subsurface waters having downstream biological value.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>BIO-C2: Comply with Section 404 and 1601 requirements, as applicable.</li> </ul>	Not Significant
RB-3	<ul style="list-style-type: none"> <li>Would remove 11 ornamental street trees and would replace trees, as necessary.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
RB-5	<ul style="list-style-type: none"> <li>Would remove 5 ornamental street trees and would replace trees, as necessary.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
RB-Network	<ul style="list-style-type: none"> <li>Would remove 26 ornamental street trees and would replace trees, as necessary.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required.</li> </ul>	Not Significant
<b>Water Resources (Section 5-12 and Section 8-5.12)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Potential for runoff containing construction contaminants into surface waters.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>WR-C1: Comply with regulatory requirements regarding runoff.</li> <li>WR-C2: Implement SWPPP and Best Management Practices.</li> </ul>	Not Significant

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BRT–Minimum Operable Segment (MOS) Only = a segment of the BRT between Woodman Avenue and Balboa Boulevard.

BRT (All Alignments) = BRT, BRT–Lankershim/Oxnard O/S Alignment, and BRT–MOS.



**Table RS-3: Summary of Construction Impacts**

Alternative	Potential Environmental Impacts – Construction	Degree: CEQA	Mitigation Measures	Residual Impact: CEQA
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Would require only very minor construction and would not deplete or contaminate groundwater or surface water. Would not place new development in areas susceptible to 100-year flooding.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required</li> </ul>	Not Significant
<b>Safety and Security (Section 5-13 and Section 8-5.13)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Potential for exposure to hazardous construction activities.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>S&amp;S-C1: Implement the following: (1) consult with emergency and school officials, (2) maintain safe walking areas to/from schools, (3) use flag men and crossing guards where appropriate, (4) arrange construction schedule to minimize conflicts with pedestrians, as practicable.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Very minor construction would not result in significant exposure to hazardous construction activities.</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required</li> </ul>	Not Significant
<b>Cultural Resources (Section 5-14 and Section 8-5.14)</b>				
BRT (All Alignments)	<ul style="list-style-type: none"> <li>Potential for encountering archaeological remains.</li> </ul>	Potentially Significant	<ul style="list-style-type: none"> <li>CR-C1: Cease construction if buried cultural remains encountered; use services of archaeologist to evaluate and manage necessary recovery activities.</li> <li>CR-C2: Contact County Coroner if human remains found.</li> </ul>	Not Significant
RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> <li>Construction would require only minor subsurface disturbance on existing streets and sidewalks that would be highly unlikely to unearth archeological or scientific resources</li> </ul>	Not Significant	<ul style="list-style-type: none"> <li>None required</li> </ul>	Not Significant

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