

**QUARTERLY MITIGATION MEASURES STATUS REPORT  
LOS ANGELES METRO GOLDLINE EASTSIDE EXTENSION  
LIGHT RAIL TRAIN PROJECT**

**25<sup>th</sup> EDITION**

Prepared by:

Gwynneth L. Doyle

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

For the  
Federal Transit Administration  
U.S. Department of Transportation

March 31, 2009

# MGLEE TABLE OF CONTENTS

1. MITIGATION MEASURE PROGRAM .....	3
1.1 AUTHORITY .....	3
1.2 INTRODUCTION .....	3
1.3 BACKGROUND .....	4
1.4 MITIGATION MEASURES STATUS REPORT REFERENCES.....	5
1.5 ORGANIZATION AND FORMAT OF THE REPORT .....	5
2. SUMMARY STATUS OF MITIGATION MEASURES.....	6
2.1 MONITORING COMPLETED.....	6
2.2 MEASURES IN PROGRESS.....	6
2.3 MITIGATION MEASURES SUMMARY TABLE.....	7
3. MITIGATION MEASURES COMPLIANCE .....	9
4. STATUS OF MITIGATION MEASURES.....	10
4.2 TRAFFIC (Tr).....	10
4.5 LAND USE AND DEVELOPMENT (LU&D) .....	14
4.6 ECONOMIC (Ec) .....	16
4.8 VISUAL AND AESTHETICS (V&A).....	17
4.9 NOISE AND VIBRATION (N&V) .....	19
4.14 SAFETY AND SECURITY (S&S).....	22
4.15 HISTORIC/ARCHAEOLOGICAL (H/A).....	26
5. POMONA/ATLANTIC PARKING STRUCTURE MITIGATION MEASURES STATUS REPORT.....	28
6. APPENDIX A - ACRONYMS .....	50
7. APPENDIX B - ACKNOWLEDGMENTS.....	52

# **1. MITIGATION MEASURE PROGRAM**

## **1.1 AUTHORITY**

On April 1, 1993, by mandate of State legislation (AB152), the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (SCRTD) were merged into one agency, the Los Angeles County Metropolitan Transportation Authority (Metro). This new agency combines all the duties and obligations of the LACTC and the SCRTD under one governing board made up of 13 voting members. The Rail Construction Corporation (RCC), now the Construction Division of Metro was formerly the construction subsidiary of the former LACTC.

For the purposes of this report, all references to SCRTD, the District, or Operations have been changed to Metro Operations. All references to LACTC and the Commission have been changed to Metro and the Authority.

## **1.2 INTRODUCTION**

The Los Angeles Metro Eastside Light Rail Transit (LRT) project, a 6-mile, dual track light rail extension of the Metro Gold Line through East Los Angeles (see map) will form part of a larger, regional rail network that consists of heavy rail, light rail, and commuter rail components throughout Los Angeles County. In 2003, the 13.8-mile Metro Gold Line to Pasadena opened for service connecting Downtown Los Angeles with East Pasadena. The Eastside LRT is a continuation of the Gold Line, which will include eight new stations from Union Station to Beverly and Atlantic Boulevards. via Alameda Street, 1<sup>st</sup> St., Indiana Street, 3<sup>rd</sup> Street, and Beverly Boulevard. The system will bridge State Route 101 Freeway and traverse the existing 1st Street Bridge over the Los Angeles River. The system will travel south on Alameda Street and then east on 1st Street with two stations at Alameda and Utah Streets. East of the Los Angeles River and 1st and Utah Streets, the alignment transitions to tunnel for approximately 1.8 miles, and continues beneath 1st Street to underground stations at 1st Street and Boyle Avenue and 1st Street and Soto Street. The alignment returns to the surface near the intersection of 1st Street and Lorena Streets, then jogs to the south, transitioning to follow 3rd Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards. Construction of the 1.8-mile tunnel portion is almost complete.. Construction is now complete, with the exception of a few minor punch list items. Revenue operations commenced on November 16, 2009.

On October 28, 2008, the FTA approved the construction of the Pomona/Atlantic Parking Structure as a part of the project. The project was formally discussed in the environmental document as a 200-space parking lot, but has now been upgraded to a parking structure. The Design-Build contractor was issued a Notice-to-Proceed in February 2009. Major Construction completion is anticipated for April 2010. The applicable mitigation measures status reports are included at the end of this report.

This report contains Mitigation Measures pertaining to the Eastside LRT. Metro is in compliance with the terms of the Full Funding Grant Agreement (FFGA) for federal financing of the Eastside LRT regarding the preparation of a Mitigation Measures Status Report (MMSR).

### 1.3 BACKGROUND

The LACMTA Board of Directors voted to certify the Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report (FSEIS/FSEIR) of the Eastside LRT in February 2002. The FSEIS/FSEIR identifies both beneficial and adverse environmental impacts associated with the Project. The Metro adopted the environmental mitigations associated with this project in 2002. Metro expects that the FFGA require that these mitigation measures be implemented as part of the Metro Eastside LRT project, and that where options exist, FTA will be consulted to reach agreement on specific measures to be implemented. The FFGA or FTA is likely to require that the quarterly review meetings be the forum to report on the progress of implementation of mitigation measures and to reach decisions on mitigation options still under consideration, and that no mitigation measure be withdrawn or substantially changed without its express written approval.

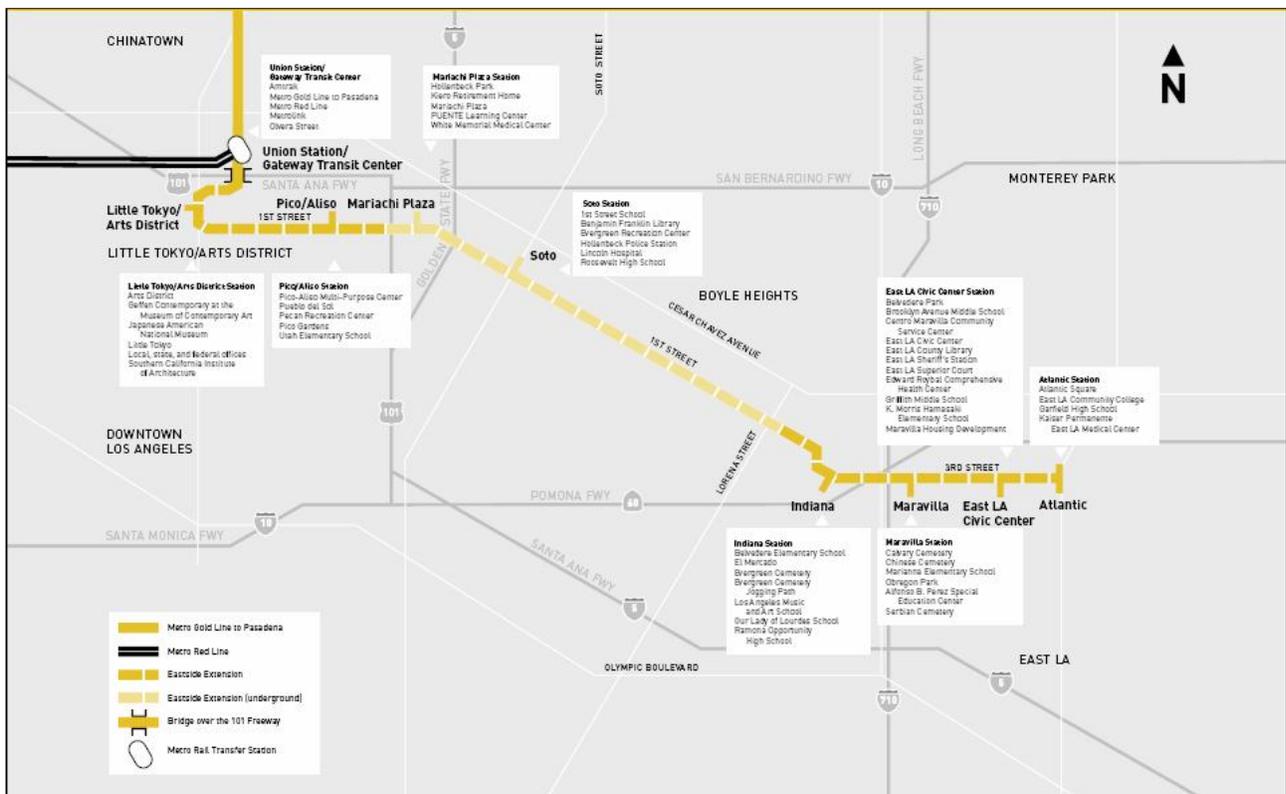


Figure 1: Metro Gold Line Eastside Extension project with destinations

A Mitigation Measure Monitoring Program was initiated to ensure implementation of the respective mitigation measures. A summary of the latest monitoring activities is provided in this report.

## 1.4 MITIGATION MEASURES STATUS REPORT REFERENCES

The Mitigation Measures Status Report provides a comprehensive listing of all the mitigation measures reported in the following documents:

METRO, February 2002. *Mitigation Monitoring Plan, Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report.*

January 4, 2002. *Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report.*

## 1.5 ORGANIZATION AND FORMAT OF THE REPORT

- **Summary Status of Mitigation Measures.** This section (Section 2) provides the status for each Mitigation Measure including Mitigation Measures **completed (C)**, Mitigation Measures **in progress (P)** and Mitigation Measures to be addressed and implemented during the **next** quarterly report (**N**). If there has been no work completed for a particular mitigation measure this quarter it will be indicated with an “**NC**” indicating there is “**no change**” in the status of that measure.
- **Mitigation Measures Compliance.** This section (Section 3) provides a narrative discussion of those mitigation measures in progress or those that have been completed and are ready to be closed. Completed measures will be dropped from subsequent reports. Previous MMSR editions can be consulted for review of these measures.
- **Status of Mitigation Measures.** This section (Section 4) provides a detailed description of each Mitigation Measure and the current status. The measures are grouped into the following major categories (abbreviations also shown):

<u>Category</u>	<u>Abbreviation</u>
Transit	T
Traffic	Tr
Parking	P
Pedestrians/Bicyclists	P/B
Land Use & Development	LU&D
Economic	Ec
Land Acquisition and Displacement	LA&D
Visual & Aesthetics	V&A
Noise & Vibration	N&V
Geologic/Seismic	G/S
Hazardous Materials	HM
Water Resources	WR
Energy	E
Safety & Security	S&S
Historic/Archaeological	H/A
Paleontological	P
Community/Parklands	C/P
Construction Air Quality	CAQ
Neighborhoods & Business Disruption	N&BD

Each adopted mitigation measure is assigned a number within the major categories and contains:

- Reference Section, indicating in which of the above environmental documents the mitigation measure is found, including sections and pages;
  - Implementation Section, indicating what contract, permit, correspondence, procedure manual, or agreement will implement the mitigation measure;
  - Responsible Party Section, indicating the individual(s) responsible for providing the status of compliance with the measure's provisions;
  - Status Section, providing the current status of the mitigation measure; and
  - Future Action Section, indicating what action is pending, if any, or what action must be accomplished before the mitigation measure can be completed, and the expected time of completion
- **Acronyms.** This section (Appendix A) provides a list of acronyms used throughout the document.
  - **Acknowledgments.** This section (Appendix B) provides a list of Metro staff that participated in the compilation and completion of this document.

## **2. SUMMARY STATUS OF MITIGATION MEASURES**

### **2.1 MONITORING COMPLETED**

Monitoring is completed on a quarter-by-quarter basis, pending closure of measures. This quarter, two mitigation measures were completed. Additionally, one impact area, Economics, was successfully completed. All Mitigation Measures not previously completed in full are considered active at this time and will be reported on quarterly as the project progresses.

### **2.2 MEASURES IN PROGRESS**

The Mitigation Measures in progress (**P**) are indicated in the Mitigation Measures Table included in this Section 2 of report. Most Mitigation Measures are in progress at this time and will continue to be monitored throughout construction. They include:

**Traffic (Tr)**

**Land Use and Development (LU&D)**

**Visual and Aesthetics, (V&A)**

**Safety and Security (S&S)**

**Historic/Archeological (H/A)**

## 2.3 MITIGATION MEASURES SUMMARY TABLE

The following table exhibits the current status of all Eastside LRT mitigation measures and activities. Mitigation Measures monitored in the current report quarter are shown in bold, and are discussed in Section 4. Those not in bold are not addressed in this edition report at this time. These are indicated with an “**NC**” (No Change) in the status column.

Measures in progress are indicated by a “**P**” and are discussed in Section 4. The vast majority of measures are currently classified as “**P**”.

Measures that will be implemented and addressed in the next report quarter are denoted with an “**N**”.

A “**C**” indicates measures that have been completed.

Mitigation Measure	Page	Status	Mitigation Measure Completion Date	Monitoring Completion Date
T	10	C	09/30/09	09/30/09
Tr 1	12	NC		03/31/10
Tr 2	14	C	12/31/09	12/31/09
Tr 3	16	C	12/31/09	12/31/09
P1		C	06/30/08	06/30/08
P2	18	C	12/31/09	12/31/09
P/B1		C	09/30/09	09/30/09
P/B2		C	09/30/08	09/30/08
LU & D1	20	P		03/31/10
LU & D2		C	6/30/07	06/30/07
EC	22	C	03/31/10	03/31/10
LA&D1		C	3/31/07	03/31/07
LA&D2		C	6/30/07	06/30/07
LA&D3		C	06/30/09	06/30/09
V&A1		C	09/30/09	09/30/09
V&A2	23	C	12/31/09	12/31/09
V&A3	24	P		03/31/10
N&V1	26	P		03/31/10
N&V2	28	C	03/31/09	12/31/09
N&V3	29	C	12/31/09	09/30/09
G/S1		C	06/30/07	06/30/07
G/S2		C	06/30/07	06/30/07
G/S3		C	12/31/08	12/31/08

Mitigation Measure	Page	Status	Mitigation Measure Completion Date	Monitoring Completion Date
HM1	31	C	12/31/09	12/31/09
HM2		C	03/31/07	03/31/07
HM3		C	09/30/09	09/30/09
WR1		C	09/30/09	09/30/09
WR2		C	03/31/09	03/31/09
WR3		C	09/30/08	09/30/08
WR4		C	03/31/07	03/30/07
E1		C	06/30/08	06/30/08
E2	33	C	12/31/09	12/31/09
S&S1	34	P		03/31/10
S&S2		C	06/30/07	06/30/07
S&S3		C	03/31/08	03/31/08
S&S4	36	C	03/31/10	03/31/10
S&S5	38	C	12/31/09	12/31/09
S&S6	40	C	12/31/09	12/31/09
S&S7	41	C	12/31/09	12/31/09
S&S8	44	C	12/31/09	12/31/09
H/A1	45	P		03/31/10
H/A2		C	12/31/08	12/31/08
P		C	06/30/08	06/30/08
C/P1	47	C	09/30/09	09/30/09
C/P2		C	12/31/09	12/31/09
C/P3	48	C	12/31/09	12/31/09
C/P4		C	06/30/09	06/30/09
CAQ	49	C	12/31/09	12/31/09
N&BD	51	C	12/31/09	12/31/09
NR&E		C	09/30/08	09/30/08
U	52	C	12/31/09	12/31/09

### **3. Mitigation Measures Compliance**

This Section includes a narrative discussion of the project and the Mitigation Measures in progress or completed as March 31, 2009.

Metro's consultant, ARINC, is close to completing the integration software updates into the new SCADA system, as required, to correct testing issues. ARINC has completed developing user and training manuals, and has continued supporting Metro staff with the remaining Phase II Systems Integration Testing. Phase II testing is scheduled to complete next month and the expanded SCADA system is expected to be fully operational by the end of the second quarter 2010.

Contract C0933, Division 21 Body Repair Shop, was awarded in early January 2010 and the Notice to Proceed (NTP) was given to the contractor, Ford E. C., Inc. on February 1st, 2010. The contractor has mobilized to the construction site, installed the field office and erected the perimeter fencing. The baseline schedule was submitted and is currently under review. Removal of existing ballast material and surveying were completed this period. Also, installation of the duct bank completed per schedule. The lift system vendor began design of the system and preparation of shop drawings.

The C0803 contractor continues working on completing open items throughout the alignment, including the underground stations.

ELRTC and Metro staff have continued the process to establish parameters and measurement criteria to conduct the system assurance reliability testing, as required by the contract.

**The Pomona/Atlantic Parking Structure is discussed at the end of this report starting with page 28.**

## 4. STATUS OF MITIGATION MEASURES

### 4.2 TRAFFIC (Tr)

Traffic Mitigation Measures include the following:

#### **Mitigation Measure Tr 1.**

Traffic mitigation measures will be needed in the vicinity of LRT Stations, during both construction and for revenue operations.

Measures referenced in the FSEIS/FSEIR include:

- (a) At Chavez/Mednik, restripe WB and EB Chavez approaches to provide 1 LT lane, 1 through lane, and 1 shared through/RT lane.
- (b) At Chavez/Atlantic, restripe WB & EB Chavez approaches to provide 1 LT lane, 2 through lanes, & 1 exclusive RT lane.
- (c) At Commercial/Vignes, 1<sup>st</sup>/101 SB Ramps, 1<sup>st</sup>/Alma, and 4<sup>th</sup>/I-5 SB Ramps, signalize the intersection.
- (d) At Commercial/Alameda, 1<sup>st</sup>/Vignes, 1<sup>st</sup>/Mission, augment existing ATSAC with additional software for efficient handling of both car and train traffic.
- (e) At 1<sup>st</sup>/Lorena, prohibit EB and WB left turns to allow permissive E/W signal phasing and accommodate LRT during permissive phase. At 1<sup>st</sup>/Indiana, prohibit EB left turns. Signal phasing in WB direction will accommodate a protected only left-turn phase. Permit N/S phasing, and accommodate LRT during a separate signal phase.
- (f) At 1<sup>st</sup>/Atlantic, restripe WB approach from SR 60 WB Ramp to provide 1 LT lane, 1 through lane, and an exclusive RT lane. Restripe EB approach on 1<sup>st</sup> St. to provide 1 LT lane and 2 exclusive RT lanes.
- (g) At 3<sup>rd</sup>/Indiana, prohibit WB left turn. EB phase will accommodate a protected only left turn. WB to have permissive phasing. NB and SB directions will be permitted phase. LRT will operate during N/S signal phase.
- (h) At 3<sup>rd</sup>/Rowan, 3<sup>rd</sup> Eastern, and 3<sup>rd</sup> Mednik, impose peak hour parking restrictions in WB direction. WB approach on 3<sup>rd</sup> will accommodate 1 shared LT/through lane and 1 shared through/RT lane.
- (i) At 3<sup>rd</sup>/Ford, impose peak hour parking restrictions in WB direction. WB approach on 3<sup>rd</sup> will accommodate 1 LT, 1 through lane, and 1 shared through/RT lane.
- (j) At 3<sup>rd</sup> and Pomona/Beverly/Woods, prohibit WB LT from Beverly to Woods.
- (k) At Pomona/Atlantic, EB phase will accommodate a protected only LT, and provide 1 LT lane, 1 through lane, and 1 RT lane. WB direction will have permitted phasing.
- (l) Access to businesses will be maintained. Delivery trucks will be able to access businesses via right-hand turns. If there is not sufficient room to accommodate a right-hand turn, Metro will provide an alternative access point. Traffic and pedestrian movements that cross the tracks will be accommodated at signaled crossings. Check roadway design plans; check for compliance with required mitigation measures.
- (m) The Housing Authority of the City of L.A. (HACLA) will widen 1<sup>st</sup> St. if they redevelop the

north side of 1<sup>st</sup> St. in the vicinity. Check for compliance with required mitigation measures.

References:	FSEIS/FSEIR Pages 3-38 through 3-42, pages 4.19-16 through 4.19-18.
Implementation:	To be addressed by D/B contractor during construction. Monitoring by Metro.
Responsible Parties:	John Higgins, Design/Build Contractor, Fred Smith
Status:	<p>a) This mitigation has been implemented.</p> <p>b) <b>This intersection is undergoing review by Metro</b></p> <p>c) A signal at 1<sup>st</sup>. St. and the 101 SB ramps was removed after further engineering and coordination between Caltrans, City of L.A. Dept. of Transportation and the local elected office revealed safety concerns related to the line of sight, conflicts with the West Portal of the tunnel and lack of demand for movement eastbound from the off-ramp. This portion of the mitigation measure is complete.</p> <p>The signal at 1<sup>st</sup> St. /Alma was considered under the EIR for the new Ramona Opportunity High School that resulted in a cul de sac on Alma St. LAUSD, the school district, will coordinate with the County on the need for a signal based on the new demand created by the reconfigured school. LAUSD contractor implemented final design. Metro's role in this mitigation measure is complete.</p> <p><b>The intersection at between 4<sup>th</sup> Street and I-5 SB is undergoing review by Metro.</b></p> <p>d) <b>Commercial/Alameda, 1<sup>st</sup>/Alameda, 1<sup>st</sup> &amp; Vignes, 1<sup>st</sup> &amp; Mission St: LADOT uses proprietary software on the ATSAC system. LADOT will fully optimize car and train traffic based on the most recent version of the software.</b></p> <p>Traffic signals and lane striping on Commercial St. between Alameda and Vignes St. have been modified to facilitate the street widening. The signal for Commercial St. at Vignes has been designed and is part of the recently awarded Caltrans contract that includes the City of Los Angeles widening of Commercial St., the realignment of the 101 southbound freeway lanes and the Metro Gold Line Eastside Extension Bridge. Caltrans Contractor will implement final design. The falsework for the Eastside Goldline Extension 101 Freeway Bridge crossing has been removed and the large truck access restrictions on Commercial Street have been removed.</p> <p>The Tunneling Contractor milled and resurfaced 1<sup>st</sup> Street at the 6 Cross-Passage locations upon completion of the Tunnel contract. These areas received pre-final inspection from the City of Los Angeles Bureau of Contract Administration (Conad) for City acceptance.</p> <p>Grade crossing applications for these intersections have been approved by the California Public Utilities Commission and incorporated into the final design. This measure is now completed.</p> <p>e) Traffic signal and lane stripping modifications were made at 1<sup>st</sup>/Lorena and</p>

to facilitate the planned street widening on 1<sup>st</sup> Street. The CCTV camera at 1<sup>st</sup>/Lorena will not be installed as originally planned. Rather, LADOT plans to direct ELRTC to install the camera at the intersection of 1<sup>st</sup>/Indiana. Further engineering and coordination between Metro, LADOT and the California Public Utilities Commission has resulted in an approved grade crossing application at 1<sup>st</sup>/Lorena that allows for EB/WB left turns. The phasing at this intersection will be sequenced in accordance with LADOT Traffic Signal Drawing C-5015. Traffic signal and lane stripping modifications were made at 1st/Lorena to facilitate the street widening on 1st Street. Further engineering and coordination between Metro, LADOT and the California Public Utilities Commission has resulted in an approved grade crossing application at 1st/Lorena that allows for EB/WB left turns. Temporary traffic signal modifications were completed at the East Portal to accommodate the traffic lane modifications for the excavation and construction phases of the East Portal. Lane stripping modification were made on 1<sup>st</sup> St. between Savannah and evergreen Streets to facilitate the Cross Passage #5 concrete drop hole and future sump pump pipe installations. The Tunneling Contractor milled and resurfaced 1<sup>st</sup> Street at the 6 Cross-Passage locations upon completion of the Tunnel contract. These areas received pre-final inspection from the City of Los Angeles Bureau of Contract Administration (Conad) for City acceptance. 1<sup>st</sup> Street/Indiana: The phasing at this intersection will be sequenced in accordance with LADOT Traffic Signal Drawing C-5019. **This portion of the mitigation measure is now complete.**

**f) This intersection is undergoing review by Metro**

g) The phasing at this intersection will be sequenced in accordance with County of LA Traffic Signal Plan TR-402. **This portion of the mitigation measure is now complete.**

h) 3<sup>rd</sup>/Rowan: The parking restrictions and phasing at this intersection will be implemented in accordance with County of LA Traffic Signal Plan TR-502. 3<sup>rd</sup>/Eastern: The parking restrictions and phasing at this intersection will be implemented in accordance with County of LA Traffic Signal Plan TR-602. 3<sup>rd</sup>/Mednik: The parking restrictions and phasing at this intersection will be implemented in accordance with County of LA Traffic Signal Plan TR-606.

Grade crossing applications for these intersections have been approved by the California Public Utilities Commission and incorporated into the final design.

**This portion of the mitigation measure is now complete.**

i) 3<sup>rd</sup>/Ford: The parking restrictions and phasing at this intersection will be implemented in accordance with County of LA Traffic Signal Plan TR-603. Grade crossing applications for these intersections have been approved by the California Public Utilities Commission and incorporated into the final design.

i) At 3<sup>rd</sup> and Pomona/Beverly/Woods: The phasing at this intersection will be sequenced in accordance with County of LA Traffic Signal Plan TR-704. **This portion of the mitigation measure is now complete.** Grade crossing applications for these intersections have been approved and incorporated into the final design. **This portion of the mitigation measure is now complete.**

	<p>k) Grade crossing applications for these intersections have been approved and incorporated into the final design. The phasing at this intersection will be sequenced in accordance with County of LA Traffic Signal Plan TR-705. <b>This portion of the mitigation measure is now complete.</b></p> <p>l) Regular meetings occur between LA DOT and other relevant agencies to discuss traffic issues on a regular basis. Community Relations meets with affected local businesses regarding access points for delivery vehicles. Community concerns are brought to the attention of the Contractor and a resolution is reached. <b>This portion of the mitigation measure is now complete due to opening of the project.</b></p> <p>m) During all construction activities access to all businesses has been maintained. Street widening construction is underway on the north side of 1<sup>st</sup> Street as called for by this mitigation. LADOT and LAUSD are coordinating the acquisition of the properties on the north side of 1<sup>st</sup> St. to widen project or as part of the new planned high school at 1<sup>st</sup>/Mission. Metro meets monthly with both agencies to insure schedule coordination. <b>Both the project and East LA High School are complete. Streets have been restored. This mitigation measure is now complete.</b></p>
Future Action:	Implementation in process.

## 4.5 Land Use and Development (LU&D)

### Mitigation Measure LU&D1.

Displacements of homes near 1<sup>st</sup>/Boyle, 1<sup>st</sup>/Soto, and along Indiana St. challenges the Boyle Heights Community Plan policy requiring conservation and improvement to existing sound housing especially for low- and moderate-income families.

(a) Reconfigure remaining space on acquired parcels and make available for neighborhood commercial and medium-density residential uses similar to designations in the Boyle Heights Community Plan.

(b) Follow the Metro Joint Development Policy.

Reference:	FSEIS/FSEIR pages 4.1.1 through 4.1-10.
Implementation:	To be addressed by Metro during construction.
Responsible Party:	Roger Moliere, Metro New Business Development
Status:	Metro is <b>contemplating six (6)</b> joint development projects at four sites along the Gold Line alignment. These sites are at 1 <sup>st</sup> & Boyle, 1 <sup>st</sup> & Soto, 1 <sup>st</sup> & Lorena and Chavez & Soto. Developers have been selected for each site, and <b>development plans, business terms and project scope and timing are being reassessed, in light of the Great Recession and turmoil in the real estate and credit markets. That said, the six (6) joint development projects, as currently contemplated</b> will add a total of approximately <b>250</b> affordable residential rental units along the rail alignment, in addition to <b>+35,000</b> sq ft of medical office space, <b>+35,000 sq ft of general office space, and +170,000 sq ft</b> of community serving retail, and <b>community space (including a market), and community space.</b>
Future Action:	<b>Key business terms for two of the six proposed developments (the southwest corner of 1<sup>st</sup> &amp; Boyle and the easterly portion of Chavez &amp; Soto (a.k.a. Chavez &amp; Fickett) have been approved by the Metro Board and the CEO has received authorization to proceed with development. Metro and the developers have executed joint development agreements for each development site, but construction is delayed at this time due to (i) lack of key State Prop 1C TOD funding, (ii) a lack of tax credit financing, and (iii) a new requirement from the private construction lending market that all State-funded projects be fully funded at the commencement of construction. Funding affordable housing projects is a time-consuming and difficult process involving many sources. At present, Metro and the developer are waiting on the State for word on reallocated TOD funds and a solution to the full funding matter. The State plans to reallocate Prop 1C TOD funding it previously allocated to projects that are not moving forward as planned, and they are working with the private lending community on a solution to the lender's full funding demands. Receiving a Prop 1C TOD allocation is a necessary prerequisite to receiving a tax credit allocation for each project. The developer would seek a tax credit</b>

	<p><b>funding allocations after receiving the necessary State TOD allocations. Once funding is in place, the remaining development documents could be executed quickly and each project would be in a position to commence construction.</b></p>
--	--

#### 4.6 ECONOMIC (EC)

##### **Mitigation Measure EC. -- Closed December 31, 2010**

**The Project generates 1,078 direct and indirect jobs over the first 14 years, which is a beneficial effect.**

- (a) No mitigation measure is required. Metro will develop, fund, and implement a local employment policy, subject to current employment law, for both construction-related and long-term job opportunities that will include resources for job development, hiring, and training.

Reference:	FSEIS/FSEIR, pages 4.2-1 through 4.2-6.
Implementation:	To be addressed by Metro.
Responsible Parties:	Linda Wright
Status:	<b>The Metro Jobs Program on the Metro Gold Line Eastside Extension project is now complete. The line has been in revenue operation from November 16, 2009. As a result, December 2009 was our last reporting period on the above project.</b>
Future Action:	<b>This mitigation measure is now closed.</b>

## 4.8 VISUAL AND AESTHETICS (V&A)

### Mitigation Measure V&A3.

The following mitigation measures will be implemented for construction impacts:

- (a) Mariachi Plaza may become temporarily unusable for musical performances. Nearby demolition and construction staging area will be screened and construction accelerated as much as possible. Contractors will make every effort to maintain functionality of Mariachi Plaza during construction. However, if necessary, a suitable and nearby temporary alternative site for mariachi performances will be provided at LANI Park at 1<sup>st</sup>/Chicago.
- (b) 1<sup>st</sup>/Gless portal excavation site could affect use of adjacent Pecan Park. Solid, tamper-proof and attractive screening materials will be installed around the park perimeter.
- (c) Chavez/Soto construction staging area may be visible to nearby sensitive uses.
- Views into the construction site will be screened from view as much as possible. However, it may not be possible to screen all of the views from nearby multiple-story buildings if the screen cannot be placed high enough.
  - Construction entrances will be regularly cleaned.
  - Hooded lamps will be used to direct lighting for construction activities downward to prevent “spillover” into adjacent sensitive areas.
- (d) The scale of activities involved in removing buildings on the east side of Indiana Street would create visual impacts during demolition. Demolition will be screened from view from adjacent areas; site will be kept clean as possible; and peripheral landscape as well as temporary grass and temporary art will be provided as soon as possible after demolition if construction is delayed. A public education program will be conducted showing how site will look after construction.

Reference:	FSEIS/FSEIR, pages 4.6-14 through 4.6-16.
Implementation:	To be addressed by the D/B contractor at all station areas along the LRT route. Monitoring by Metro.
Responsible Parties:	Yvette Robles, Design/Build Contractor
Status:	a) Construction staging areas have been screened by use of noise barrier walls. The remaining portion of Mariachi Plaza was turned back over to the community in April 2005. This measure is complete. Deck removal at Mariachi Plaza is underway began, thereby necessitating the relocation of the Mariachis from 1 <sup>st</sup> /Boyle to Pennsylvania/Bailey. They were not interested in relocating to Lani Park. Signage and print media were provided alerting the public of their new temporary location. Relocation of Mariachi’s continued during the activities at Mariachi Plaza. Signage and print media were provided, alerting the public of their new temporary location. Mariachi directory was created as a means for the public to hire musicians during their temporary relocation; 25, 000

	<p>copies were distributed. As of November 2008 Mariachi Plaza construction was completed, and as a result, the Mariachis have returned. This portion of the mitigation measure is now complete.</p> <p>b) Pecan St. is now being used as a construction staging area. The area has been fenced off from the public and good housekeeping is in progress. The wrought iron fence construction around the park is complete. This portion of the mitigation measure is complete.</p> <p>c) The Chavez/Soto construction staging area is being used as offices for the Contractor and Metro. The site is being maintained in good condition. <b>The Architecture and Engineering trailers on the eastside of Mathews Street have been removed as the project has wound down. The two remaining parcels are being used for the remaining punch list items.</b></p> <p>a) The demolition is complete on the east side of Indiana with the exception of the Plumbing building that is being used by ELRTC for storage. The bracing is complete on the furniture store that shared a common wall with the medical building. The property has been fenced off to the public to maintain a clean site. No complaints were received regarding this demolition work. All building demolition activities have been completed. The property is being used to store construction materials and is kept clean. Education to the public has occurred through the monthly RAC meetings. These meetings have occurred regularly throughout the project's duration. The new station design and plaza incorporate the intent of the mitigation measure. This portion of the mitigation measure is now complete.</p>
Future Action:	<b>All portions of this mitigation measure are complete with the exception of c, which is being reported on quarterly.</b>

## 4.9 NOISE AND VIBRATION (N&V)

### **Mitigation Measure N&V1.**

**Metro will implement mitigation measures to reduce impacts associated with airborne noise emanating from LRT operations, including trains and ancillary facilities. Severe noise impacts are anticipated on 11 single-family units and 1 multi-family residence unit due to special track work. Moderate noise impacts are anticipated on 35 single-family, 3 multi-family, and 2 other buildings, totaling 40 receptors.**

- (a) Buildings that are severely impacted by noise of special track work will be sound insulated to reduce the interior noise levels and will use the Housing and Urban Development interior Ldn=45 dBA as the reference value for noise reduction. Sound insulation will consist of air-conditioning, double-paned windows, and adding insulation to the walls and ceiling.
- (b) During final design, consideration will be given to replace the two single crossovers on each side of the tunnel with a double crossover. This will reduce the length of special track work and the number of buildings that will be noise impacted.
- (c) No feasible or reasonable mitigation is available for wayside moderate noise impacts. FTA requires reasonable mitigation, and moderate noise impacts are not significant per CEQA.
- (d) Worn rail will be ground down or replaced as needed.
- (e) Wheels will undergo periodic wheel turning and will be replaced as needed to minimize noise impacts due to wheel flats.
- (f) Light rail vehicles will undergo periodic maintenance to ensure that the mechanical system is kept in top condition.
- (g) LRT operators will be trained to maintain travel speeds at those speeds given in the operating plan and to avoid "hard-braking" whenever possible.
- (h) If wheel squeal occurs, one of the following measures will be taken prior to start of revenue service: 1) Apply dry-stick friction modifiers on the wheel tread or directly on the running surface of the rail; or 2) Lubricate the rail gauge face and wheel flange. If wheel squeal remains after these measures are taken, then provide sound insulation consisting of air-conditioning, double-paned windows, and adding insulation to the walls and ceiling. An interior noise level of Ldn=45 dBA or lower will be achieved. Sound insulation, if needed, will be installed within 1 year of start of revenue service. For those planned buildings that may not be completed by the startup date, METRO will coordinate with the developer to provide sound insulation measures, where required, when buildings are completed.

Reference:	FSEIS/FSEIR, pages 4.8-1 through 4.8-22.
Implementation:	To be addressed by the D/B contractor during construction. Monitoring by Metro.
Responsible Parties:	Yvette Robles, Carl Peter Ripaldi, George Kennedy, Damon Cannon, Rich Lozano, Nizar Madanat, Wyman Jones, Jeff Root
Status:	<p>a. This will be addressed during the operational phase of operation. Once train operations commence, locations previously identified in the SFEIR/SFEIS which have a potential to have adverse noise and vibration impacts will be evaluated to find out if in fact impacts exist. Measures to reduce impacts are expected to be implemented within a year of train operations. Metro completed a noise and vibration study during LRT pre-operations testing. Noise and vibration readings were in compliance with systems specifications. <b>No noise complaints have been received thus far.</b></p> <p>b. The East crossover (Ditman) is a double crossover, and the single crossovers on the west side (Pico/Aliso) remain.</p> <p>c. N/A</p> <p>d. Rail grinding is in process during the pre-operation phase. It is a standard maintenance policy throughout the trains' operation.</p> <p>e. This is standard operating procedure for Metro.</p> <p>f. This is standard operating procedure for Metro.</p> <p>g. This is standard operating procedure for Metro.</p> <p>h. This is standard operating procedure for Metro.</p>
Future Action:	<b>Any noise complaints will be followed-up. Train operations are in compliance with specifications.</b>

**Mitigation Measure N&V2. – closed March 31, 2010**

**Metro will implement mitigation measures to reduce impacts associated with ground borne noise and vibration emanating from LRT operations. Ground-borne noise impacts anticipated on 6 single- and two-family residences. (See Table 4.8-7 of the Final SEIS/SEIR for locations. Vibration impacts anticipated on 24 single- and two-family residences, 1 multi-family, and 2 other units totaling 27 receptors. (See Tables 4.8-6 and 4.8-7 of the Final SEIS/SEIR for locations).**

- (a) Vibration impacts will be mitigated to FTA criteria by: 1) At-grade sections-an elastomeric track work isolation mat will be installed under the concrete supporting the embedded track work; and 2) Tunnel sections- High resilience (soft) direct fixation fasteners will be used.
- (b) The new Kaiser Medical Center may have vibration sensitive equipment or activities that will be affected by ground vibration. During preliminary and final engineering Metro will coordinate with Kaiser to further study this issue and to ensure that potential ground vibration impacts will not interfere with any sensitive medical equipment or surgical activities. The ground-borne vibrations at this location will be mitigated to a level that is below the FTA vibration criteria of 72 VdB for occupied spaces and for vibration sensitive equipment and medical instrumentation to a level that is below the manufacturer’s recommended sensitivity threshold.
- (c) Heet Sound Products, located near the yard lead on Ducommun St., contains a recording studio, which may be subject to vibration impacts from the LRT. A study will be undertaken to determine potential impacts on the recording studio. If impacts are likely, then measures will be taken to mitigate vibration to a level where it will meet the Metro Systemwide Criteria for maximum ground-borne vibration in studios of 65 VdB.

Reference:	FSEIS/FSEIR, pages 4.8-1 through 4.8-22.
Implementation:	To be addressed by the D/B contractor during construction. Monitoring by Metro.
Responsible Party:	Yvette Robles, Carl Ripaldi, Design/Build Contractor.
Status:	a), b), c) These measures have been incorporated into the design and specifications.
Future Action:	Contractor and Metro will continue to monitor noise and vibration impacts throughout construction activities. Once the project is operational, Metro will verify that the noise and vibration levels comply with FTA guidelines Pre-revenue operations is scheduled for October 2009. Noise and vibration monitoring indicated that the system is in compliance with specifications. <b>No noise complaints have been received since the project became operational in November 2009. This mitigation measure is now closed.</b>

## 4.14 Safety & Security (S&S)

### Mitigation Measure S&S1.

To minimize potential accident and safety issues during operations, comply with applicable provisions of Metro Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX, Federal Highway Administration’s Manual on Uniform Traffic Control Devices (MUTCD), Public Utility Commission (PUC) safety standards for pedestrian crossings, and State of California Highway Design Manual (HDM).

The following measures have been specified to conform to these standards and criteria:

- (a) Allow automobile movements across the tracks, including left turns, only at major thoroughfares and install traffic controls for turning movements.
- (b) Design dedicated left turn lanes with adequate storage pocket length for cars waiting to make a left turn.
- (c) Install active train coming automatic signs and intersection surveillance cameras similar to that presently existing on the Blue Line along Washington Blvd. Enforce ticketing of violators.
- (d) Concentrate pedestrian crossings at major intersections and install physical barriers (fences, railings, etc) to discourage crossings at mid-block. Design crosswalks and active warning devices for pedestrians and install rumble strip/cobblestone distinctive design and contrasting stamped colored concrete for pedestrian crossings.
- (e) Complete the rail safety and pedestrian safety analysis/study that began during PE that includes development of crossing control devices for autos and pedestrians at certain locations along the Eastside LRT corridor.
- (f) Design station platforms to reduce risk of injury to persons waiting for trains. Metro will consider installing flush, platform mounted “train coming” illuminated markers, similar to those installed on the WMATA system. Also platforms will be designed to optimize visibility of the platform for approaching train operators by minimizing equipment cabinets on the platform.
- (g) Crossing guards will be provided to Ramona High, Utah Elementary, Our Lady of Lourdes Elementary, and Griffith Middle Schools during arrival and dismissal times if requested by the school administrators for as long as their presence is required. The crossing guard plan will be reviewed and approved by the Metro Fire Life Safety Committee and will adhere to LADOT and County DPW standards.
- (h) Provide funds to develop and implement an instructional rail safety program to affected schools, as well as neighborhood senior centers, upon request.
- (i) Consult with LAPD, LA County Sheriff, and California Highway Patrol (CHP) during development and operation to seek input from these agencies regarding safety concerns.
- (j) Provide appropriate lighting at strategic project locations such as stations and crossings to minimize accident and crime potential. Replace any street lights that may need to be removed during construction with lighting that reproduces existing conditions.

Reference:	FSEIS/FSEIR, pages 4.14-1 through 4.14-8.
Implementation:	To be addressed by the D/B contractor during construction with Metro monitoring.
Responsible Party:	John Higgins, Yvette Robles, Barbara Burns, Design/Build Contractor, Eastside Partners, Metro Operations

<p>Status:</p>	<ul style="list-style-type: none"> <li>a) Incorporated into the design.</li> <li>b) Incorporated into the design.</li> <li>c) Incorporated into the design.</li> <li>d) Pedestrian crossings are concentrated at the major intersections; however, physical barriers mid-block will not be used per direction from Fire Life Safety Committee. A rolled curb will be used in lieu of the rumble strip. <b>These elements have been installed. This portion of the mitigation measure is now complete.</b></li> <li>e) Completed in design. Contractor has implemented.</li> <li>f) Incorporated into the design. Tests are ongoing within the Operational Gold Line to determine if the platform based between car barriers are the best solution to prevent falls from the platform between light-rail vehicle cars. If successful, it will be extended to this project. Testing period was successful, and resulted in concurrence from the CPUC, decision ST101 in April 2009. The platform based barriers are being installed along Metro Light-rail lines. Planned installation for MGLLE is scheduled for July – August 2009. <b>Between car barriers have been installed. This portion of the mitigation measure is now complete.</b></li> <li>g) To date, there have been no requests from these schools for crossing guards.</li> <li>h) Metro is no longer in partnership with the Los Angeles Times in Education effort. Transit Education Programs has completed training of all schools within a 1.5 mile radius. Additionally, all schools within a .5 mile radius have been trained twice. Rail Safety Ambassadors have been at 8 locations since March 30 to assist the community with safety issues. Ten community training sessions were held on nights and weekends to offer MGLLE safety training. A safety fair was held in May. Safety advertising appeared in 10 community newspapers in April, May, and June. Outreach to religious centers, community and business groups is on going. Approximately 4,408 people have been safety trained through local community centers, hospitals, libraries and senior centers. In January 58,000 door hangers with safety message were distributed to zip codes along the alignment. A MGLLE video featuring risky behavior around trains is on the Metro web site. Seventy-five thousand flyers were distributed to the community announcing the simulation of revenue service beginning October 4, 2009. Additionally, there were 24 Ambassadors for two shifts per day for October through December 2009. <b>During the period from January through March, there were 23 Ambassadors for two shifts per day.</b></li> <li>i) Metro meets monthly with all third parties including LAPD, LA County Sheriff, CHP and LAFD. Third parties have been part of the review process of all contract drawings and specifications. <b>These processes are now complete as the project has begun operations.</b></li> <li>j) Included in design. Contractor has implemented.</li> </ul>
<p>Future Action:</p>	<p><b>This mitigation measure is nearly complete with the exception of the Rail Safety Ambassador program discussed in h.</b></p>

**Mitigation Measure S&S4. – Closed March 31, 2010**

**Other measures to minimize potential operations safety and accident impacts include:**

- (a) Design programmed visibility train signals that are only visible to train operators so auto drivers are not distracted.
- (b) Install photo enforcement camera equipment where needed.
- (c) Design and install a train priority signal system.
- (d) Design alignment, grade, horizontal, and vertical curves to minimize or eliminate any visibility and/or operational problems.
- (e) Provide the light rail vehicles with front and rear fenders to minimize potential for pedestrian contact with the vehicle coupler and/or the potential to fall under the vehicle.

Reference:	FSEIS/FSEIR, pages 4.14-1 through 4.14-8.
Implementation:	To be addressed during design and construction by the D/B contractor. Monitoring by Metro.
Responsible Party:	Abdul Zohbi, Design/Build Contractor, Eastside Partners, Metro Operations
Status:	<p>a) Incorporated into the design.  c) Incorporated into the design.  d) Incorporated into the design.  b) Design for the Eastside photo enforcement has begun. ACS (the contractor) is already meeting photo enforcement with the County and the City regarding the required designs. As of 4/7/2008, all field meetings have been completed. The intersection of Mission and 1<sup>st</sup> is at 95% complete. 3<sup>rd</sup> and Gage 95% drawings were submitted on 04/07/08. Once these two intersections are finalized, ACS and both County and City have worked through an entire submittal process, so the rest of the intersections will be expeditiously completed. ACS has submitted all (14) 65% complete design drawings and (5) 95% complete design drawings. The County has completed all of their reviews for the intersections in the County and the City is still reviewing the 65% design drawings for the system installation at the 60 freeway on-ramp. As of 10/2/2008 ACS received comments on 65% submittal on 7/1/8 from LA County Department of Public Works. ACS submitted 95% plans to County on 7/8/8. ACS received comments back from County on 95% submittal on 9/16/8. The comments from the County have been incorporated into the drawings and these have been re-submitted to County on 10/1/08. The next submittal to the County will be sealed by a PE and will be converted to Mylar. LADOT completed review of the 65% submittal on 8/22/08. ACS has not received the 65% drawing with comments from LADOT. Funding is being sought for installation of the photo enforcement system for left turn movements</p> <p>As of 12/31/2008 13 of 14 intersection designs are complete. The remaining intersection is being revised by LADOT as the traffic controller depicted on the baseline drawing is not accurate. Once the baseline is revised, ACS will finish the design. Operational safety has</p>

	<p>started the process for obtaining construction quotes using multiple resources.</p> <p>As of 3/31/09, all design work is complete. We are seeking a funding source for approx. (total \$750K) for construction.</p> <p>Construction should begin on the 23 approaches 14 intersections in July. Both the construction consultant and now the construction contractor are ready to begin work. Kick-off meeting should occur mid-July. Installation is in progress and ahead of schedule by 2 weeks. The warning period (issuing Warning Letters to violators) has begun at 13 intersections (21 Cameras). The last to be activated is Gage due to County Paving. Cameras were operational at ROD date. <b>This portion of the mitigation measure is now closed.</b></p> <p>(e) During final design, meetings were held with the CPUC which oversees the safety aspect of the project. Due to the fixed-guideway which includes raised platforms and a dedicated right-of-way, the system is designed to minimize the potential for unintended contact between passengers or other pedestrians, automobiles and rail vehicles. (i.e., Passengers are only permitted to access the train at designated sites near the station platforms.)</p> <p>Fenders are not required by CPUC regulations, and would be ineffective in our train system. They are typically used with systems that operate at lower speeds and which are street level accessible (meaning that you can access the train anywhere along its route from the street pavement rather than a dedicated platform).</p>
Future Action:	<b>This mitigation measure is now closed.</b>

#### 4.15 HISTORIC/ARCHAEOLOGICAL (H/A)

##### Mitigation Measure H/A1.

Because ground disturbance during construction will have an unknown effect on 4 known archaeological sites and 10 areas of high archaeological sensitivity, the following mitigation measures will be implemented:

- (a) Prior to earth-disturbing activities, Metro will retain the services of a qualified archaeologist to manage the impact mitigation program.
- (b) The construction contracts will specify that when any potentially significant archaeological evidence is observed, work will be halted in the immediate vicinity, and the procedures set forth in the Memorandum of Agreement (MOA) with the State Historic Preservation Office (SHPO) will be followed. If archaeological sites are encountered, the site will be evaluated to determine if potentially eligible for National Register listing. If project plans cannot be altered to avoid site, the MOA will be implemented to resolve the adverse effect.
- (c) If archaeological or buried historical sites are encountered, evaluation will be carried out, if deemed appropriate, by qualified archaeologist(s), through test level excavation designed to determine the horizontal and vertical extent of the site and to characterize the site's contents.

Reference:	FSEIS/FSEIR, pages 4.14-1 through 4.15-24.
Implementation:	To be addressed by the D/B contractor during construction. Monitoring by Metro.
Responsible Party:	Carl Peter Ripaldi
Status:	<p>a) A monitor who is certified in Archeology and Paleontology is present on site during all excavation activity. They continuously travel the alignment monitoring excavation activities.</p> <p>Following the discovery of human remains at the L.A. Crematorium Site work was temporarily halted. A Treatment Plan was prepared and reviewed by Metro, the County Supervisor's Office and the Community Review Action Committee (RAC). Ground Penetrating Radar and a Metals Survey were completed at the site to determine the extent of anomalies present and the likelihood of finding additional human remains. These surveys indicated a high likelihood of encountering additional burials. The Treatment Plan has been implemented in accordance with the Cultural Resource Monitoring and Mitigation Plan submitted to SHPO. Three cistern structures were discovered at Alma St. Following the demolition of residences there for the new Ramona High School. These structures were investigated and photographed by a monitor who is certified in Archeology and Paleontology. They are thought to be part of an old storm water drainage system for the houses at these sites. Some materials such as glass shards, ceramic fragments, and brick were discovered, but determined not to be significant enough to be designated a "site". Archeological monitors are monitoring on a limited basis along the alignment as excavation activities wind-down. They continue to be on-call in case any discoveries are found. No findings have been considered culturally significant. Archeo Paleo Consultants has commenced the curation of artifacts found during construction. These will be archived at the San Bernandino County Museum. The findings are included in the ArchaeoPaleo Resource Management, Inc. monthly reports. Metro has executed an agreement with the UCLA Fowler Museum to archive artifacts and records from the project at their facility. This will allow for storage of these items in Los Angeles County providing convenient access and resulting in significant cost savings to the project. Items found during construction are in process of being cleaned, analyzed and prepped for deposit at the museum. Cogstone has submitted their draft field report. The artifacts recovered from construction along the alignment have been analyzed and prepped for curation at the museum. <b>The</b></p>

	<p>artifacts recovered from construction along the alignment have been analyzed and prepped for curation at the museum. <b>Records and artifacts recovered from construction are being curated at the UCLA Fowler Museum.</b></p> <p><b>b)</b> Cogstone has completed laboratory analyses of the human remains in accordance with standard archeological practices. A special Ad Hoc subcommittee has been formed to address the re-interment of the remains. Participants include representatives of the Chinese Historical Society of Southern California. Presentations of the results have been made to the RAC and Ad Hoc subcommittee. The draft report on the Crematorium discoveries was issued on August 23<sup>rd</sup> and distributed to members of the Ad Hoc subcommittee, RAC Committee and County and elected officials. Monthly meetings of the Ad Hoc subcommittee have been held in Boyle Heights and China town. At the monthly meetings the Ad Hoc subcommittee has voted to re-inter all artifacts with the remains. The Ad Hoc subcommittee has also voted that the re-interments be done at Evergreen Cemetery. Metro has met with Evergreen Cemetery and continues negotiations for the re-interment. Metro is also in negotiations with a mortuary for their services related to the reinterment process. Authorization to proceed with the negotiations for the re-interment at Evergreen will be requested from the Metro Board of Directors. The Ad Hoc Subcommittee has met monthly to address the reinterment of human remains and artifacts at the Area C location in Evergreen Cemetery adjacent to the Chinese Memorial site. A final site plan for the burials and a Memorial Wall design have been approved. Earnest negotiations with Evergreen Cemetery on the reinterment have been continuing. Current plan is to dedicate the site in the spring and re-inter the remains between May and July of 2008. Metro has purchased 105 burial plots at Evergreen Cemetery for the re-interment of the human remains and artifacts discovered at the Los Angeles County Crematorium. Evergreen Cemetery is clearing the adjacent maintenance yard and preparing the site for the future re-interment of the remains. Metro harvested molars from the skeletal remains in storage at Cogstone's laboratory. These were sent to the University of Illinois laboratory for initial DNA analysis. Attempts to extract DNA from these samples were unsuccessful. Cal State LA has decided not to pursue research projects regarding the remains and artifacts discovered at the Los Angeles Crematorium site. Construction at the memorial wall is complete. Installation of the four enamel panels and historic headstones at the Evergreen Memorial Wall has been completed. Fabrication of the bronze memorial plaques is underway. Construction of the Evergreen Memorial Wall is complete. The installation of the memorial plaques at 1<sup>st</sup> and Lorena is complete. <b>The Memorial Wall was dedicated on March 8th. Since then meetings have been held amongst Evergreen Cemetery, Bagues Mortuary, Cogstone Resource Management and Metro to plan for the re-interment. The re-interments will commence on April 14th for the Vaults and April 20th for the remains Kemp Monument had commenced with the engraving of the Granite Markers.</b></p>
Future Action:	Ongoing archeological and paleontological monitoring during construction. <b>Final re-interment will commence on April 14<sup>th</sup> for the concrete vaults and April 20<sup>th</sup> for the remains. The re-interment process is anticipated to take three months to complete.</b>

**QUARTERLY MITIGATION MEASURES STATUS REPORT**  
**LOS ANGELES METRO GOLDLINE EASTSIDE EXTENSION**  
**LRT PROJECT: POMONA/ATLANTIC PARKING STRUCTURE**  
**5<sup>th</sup> EDITION**

Prepared by:

Gwynneth L. Doyle

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

For the  
Federal Transit Administration  
U.S. Department of Transportation

March 31, 2009

# Pomona/Atlantic Parking Structure Table of Contents

1. MITIGATION MEASURE PROGRAM.....	30
1.1 AUTHORITY.....	30
1.2 PROJECT AND BACKGROUND.....	30
1.3 ORGANIZATION AND FORMAT OF REPORT.....	30
2. SUMMARY STATUS OF MITIGATION MEASURES.....	33
2.1 MONITORING COMPLETED.....	33
2.2 MEASURES IN PROGRESS.....	33
2.3 MITIGATION MEASURES SUMMARY TABLE.....	34
3. PROJECT PROGRESS .....	35
4. MITIGATION MEASURES STATUS.....	36
TRAFFIC (Tr) .....	36
NOISE & VIBRATION (N&v) .....	38
HAZARDOUS MATERIALS (HM).....	40
NEIGHBORHOOD AND BUSINESS DISRUPTION (N&BD).....	42
WATER RESOURCES (WR).....	44
SAFETY & SECURITY (S&S) .....	45
CONSTRUCTION AIR QUALITY.....	49

# 1. MITIGATION MEASURE PROGRAM

## 1.1 AUTHORITY

On April 1, 1993, by mandate of State legislation (AB152), the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (SCRTD) were merged into one agency, the Los Angeles County Metropolitan Transportation Authority (Metro). This new agency combines all the duties and obligations of the LACTC and the SCRTD under one governing board made up of 13 voting members. The Rail Construction Corporation (RCC), now the Construction Division of Metro was formerly the construction subsidiary of the former LACTC.

For the purposes of this report, all references to SCRTD, the District, or Operations have been changed to Metro Operations. All references to LACTC and the Commission have been changed to Metro and the Authority.

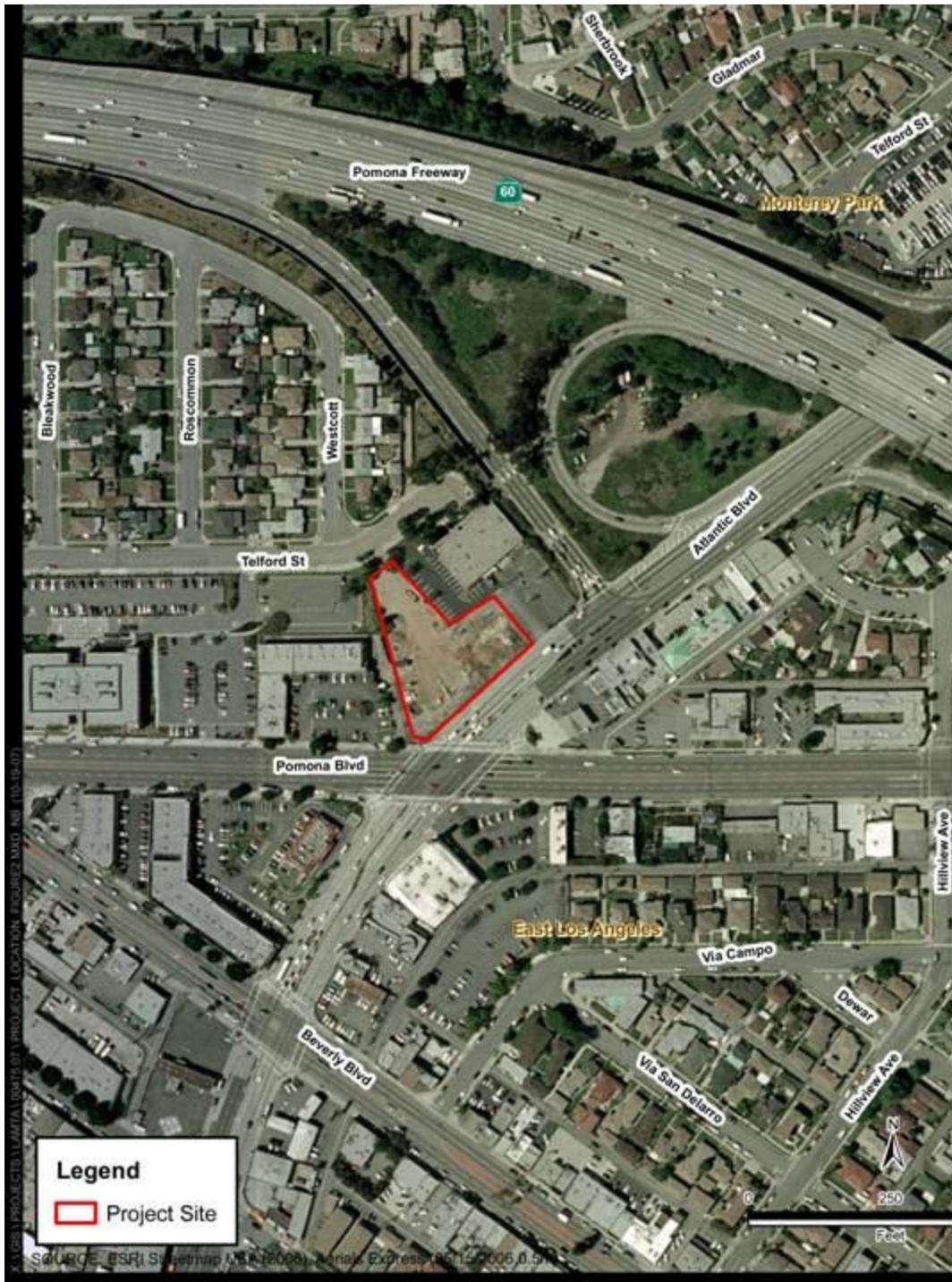
## 1.2 PROJECT AND BACKGROUND

On November 5, 2008, the Federal Transit Administration issued a letter of approval for the Categorical Exclusion to construct the Pomona/Atlantic Parking Structure project (project). Initially, the Los Angeles Eastside Corridor Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (FSEIS/SEIR) of January 2002, Option B of the Metro Gold Line Eastside Light Rail Transit Extension project was to include a 200-space parking lot at 245–255 South Atlantic Boulevard in East Los Angeles, Los Angeles County, California 90022. Since the certification of the FSEIS/SEIR, the public, through a series of community meetings, has requested that the Los Angeles County Metropolitan Transportation Authority (Metro) study the feasibility of increasing the number of parking spaces. Therefore, Metro is now constructing a 258-space park-and-ride parking structure instead of a parking lot. The project would also include construction of a sidewalk along Atlantic Boulevard. The 1.17-acre site was previously used only for storing construction materials for the Metro Gold Line Eastside Light Rail Transit Extension project.

Following is the Mitigation Measures status pertaining to this project. They are taken from the Categorical Exclusion prepared for this project. Metro is in compliance with the terms of the Full Funding Grant Agreement (FFGA) for federal financing of the Eastside LRT regarding the preparation of a Mitigation Measures Status Report (MMSR).

## 1.3 ORGANIZATION AND FORMAT OF THE REPORT

- **Summary Status of Mitigation Measures.** This section (Section 2) provides the status for each Mitigation Measure including Mitigation Measures **completed (C)**, Mitigation Measures **in progress (P)** and Mitigation Measures to be addressed and implemented during the **next** quarterly report (**N**). If there has been no work completed for a particular mitigation measure this quarter it will be indicated with an “**NC**” indicating there is “**no change**” in the status of that measure.



**Figure 1: Project Location**

- Project Progress.** This section (Section 3) provides a narrative discussion of those mitigation measures in progress or those that have been completed and are ready to be closed. Completed measures will be dropped from subsequent reports. Previous MMSR editions can be consulted for review of these measures.

- **Status of Mitigation Measures.** This section (Section 4) provides a detailed description of each Mitigation Measure and the current status. The measures are grouped into the following major categories (abbreviations also shown):

<u>Category</u>	<u>Abbreviation</u>
Traffic	Tr
Noise & Vibration	N&V
Hazardous Materials	HM
Water Resources	WR
Safety & Security	S&S
Historic/Archaeological	H/A
Paleontological	P
Construction Air Quality	CAQ
Neighborhoods & Business Disruption	N&BD

Each adopted mitigation measure is assigned a number within the major categories and contains a:

- Reference Section, indicating in which of the above environmental documents the mitigation measure is found, including sections and pages;
  - Implementation Section, indicating what contract, permit, correspondence, procedure manual, or agreement will implement the mitigation measure;
  - Responsible Party Section, indicating the individual(s) responsible for providing the status of compliance with the measure's provisions;
  - Status Section, providing the current status of the mitigation measure; and
  - Future Action Section, indicating what action is pending, if any, or what action must be accomplished before the mitigation measure can be completed, and the expected time of completion
- **Acronyms.** This section (Appendix A) provides a list of acronyms used throughout the document.

**Acknowledgments.** This section (Appendix B) provides a list of Metro staff that participated in the compilation and completion of this document.

## 2. SUMMARY STATUS OF MITIGATION MEASURES

### 2.1 MONITORING COMPLETED

Monitoring is completed on a quarter-by-quarter basis, pending closure of measures. This quarter, one mitigation measures, Traffic, was closed. All Mitigation Measures not previously completed in full will be reported on quarterly as the project progresses. As mitigation measures are completed, they will be removed from the future report.

### 2.2 MEASURES IN PROGRESS

The Mitigation Measures in progress (**P**) are indicated in the Mitigation Measures Table included in this Section 2 of report. Most Mitigation Measures are in progress at this time and will continue to be monitored throughout construction. They include:

**Noise and Vibration (N&V)**  
**Hazardous Materials (HM)**  
**Water Resources (WR)**  
**Safety and Security (S&S)**  
**Construction Air Quality (CAQ)**  
**Neighborhood and Business Disruption (N&BD).**

### 2.3 MITIGATION MEASURES SUMMARY TABLE

The following table exhibits the current status of all Eastside LRT mitigation measures and activities. Mitigation Measures monitored in the current report quarter are shown in bold, and are discussed in Section 4. Those not in bold are not addressed in this edition report at this time. These are indicated with an “**NC**” (No Change) in the status column.

Measures in progress are indicated by a “**P**” and are discussed in Section 4. The vast majority of measures are currently classified as “**P**”.

Measures that will be implemented and addressed in the next report quarter are denoted with an “**N**”.

A “**C**” indicates measures that have been completed.

Mitigation Measure	Page	Status	Mitigation Measure Completion Date	Monitoring Completion Date
Tr 1		C	06/30/09	06/30/09
Tr 2	62	C	03/31/10	03/31/10
H/A1		C	09/30/09	09/30/09
Paleontological		C	09/30/09	09/30/09
N&V3	64	P		03/31/10
HM3	66	P		03/31/10
N&BD	68	P		03/31/10
WR2	70	P		03/31/10
S&S7	71	P		03/31/10
S&S8	73	P		03/31/10
CAQ	75	P		03/31/10

### **3. PROJECT PROGRESS**

This Section includes a narrative discussion of the project and the Mitigation Measures in progress or completed as of March 31, 2009.

The C0893 Atlantic/Pomona Parking Structure is nearly complete. The contractor poured the suspended slab at levels 3 and 4, the vehicular ramp, the retaining walls, and curbs and gutters in lots A & B as well as on Atlantic Boulevard. Construction crews erected all stairs and security screens as well as barrier cables at all levels. Signage and striping were completed inside the structure. All work in the mechanical and electrical rooms was completed. The elevator was installed and tested as well as the fire sprinkler system. The elevator passed State of California inspection.

In lots A & B, the contractor completed backfilling, placed AC, installed the lighting system, paved the site and striped the stalls. Sidewalks along Atlantic Boulevard and alley work improvements are on going as well as fencing, painting and landscaping. The facility has been signed off by local fire department authorities. It is scheduled to open mid-April 2010.

## 4. MITIGATION MEASURES STATUS

### TRAFFIC (TR) – CLOSED MARCH 31, 2010.

#### Mitigation Measure Tr 2.

**During construction, temporary traffic lane closures during the day may affect normal traffic flow and bus travel times. Night closures of entire street blocks may require some buses to be temporarily re-routed. Some bus stops may also be temporarily relocated. General construction traffic may affect traffic patterns.**

Metro will implement the following measures to alleviate these impacts:

- (a) Metro will work with the City, County, and affected transit operators to develop a plan to minimize impacts on transit service.
- (b) Metro will work with LADOT, County DPW, City of Monterey Park, and Caltrans (in the event that freeway access ramps are affected) to develop Worksite Traffic Control Plans that will meet their requirements.
- (c) Access to homes and businesses will be maintained throughout construction.
- (e) Construction techniques, such as segmental construction, will be used to the extent possible to minimize the construction envelopes to minimize the need for extensive falsework on the ground.
- (f) A quick response tow truck service, funded by Metro, will target Indiana St., 1<sup>st</sup> St. Bridge, and where warranted, to minimize traffic impacts in these narrow areas.
- (g) Designated haul routes will be established by LADOT, County DPW, and Caltrans and identified during final design. The routes will be situated to minimize traffic, transit, noise, vibration, air quality, and other possible impacts.
- (h) Oversize and overweight vehicles will obtain Transportation Permits from Caltrans if their routes require use of any State highways.
  - (i) If physical damage to the haul routes, due to project trucks, is found following construction, the road will be treated as necessary.

References:	FSEIS/FSEIR, Construction Impacts, pages 4.19-16 through 4.19-18.
Implementation:	To be completed by the D/B contractor during construction. Monitoring by Metro.
Responsible Parties:	David Duthie, Design/Build Contractor, Fred Smith
Status:	<p>a) The parking structure is near completion. Therefore traffic impacts due to normal construction activities are no longer an issue. This is now complete.</p> <p>b) The parking structure is near completion. Therefore traffic impacts due to normal construction activities are no longer an issue. This is now complete.</p> <p><b>c)</b> The parking structure is near completion. Therefore traffic impacts due to normal construction activities are no longer an issue. This is now complete.</p> <p>e) Not applicable to this project.</p> <p>f) A tow truck is not required due to very limited impacts on traffic.</p> <p>g) The parking structure is near completion. Therefore traffic impacts due to normal construction activities are no longer an issue. This is now complete.</p> <p>h) This has not been applicable thus far.</p> <p>l) This has not been applicable thus far.</p>
Future Action:	This mitigation measure is now complete..

## **MITIGATION MEASURE N&V3.**

**Construction noise impacts likely at some locations along the at-grade segments, and construction vibration impacts possible at both the at-grade and subway segments. Construction activity will need to meet the Los Angeles CEQA Noise Thresholds and Metro Baseline Specifications Section 01565.**

- (a) When possible, use noise control devices, such as equipment mufflers, enclosures, and barriers. Natural and artificial barriers such as ground elevation changes and existing buildings can shield construction noise.
- (b) Stage construction operations as far from noise sensitive uses as possible;
- (c) Avoid residential areas when planning haul truck routes;
- (d) Maintain all sound-reducing devices and restrictions throughout the construction period;
- (e) Replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment): and
- (f) Change the timing and/or sequence of the noisiest construction operations to avoid the noisiest times of the day.
- (g) Hire or retain an acoustical engineer to prepare and oversee implementation of the noise control and monitoring plan. The noise control plan will include an inventory of construction equipment used during daytime and nighttime, estimate projected construction noise levels, and include locations and types of measures that may be needed to meet specified noise limits. Conduct periodic noise monitoring at strategic locations during the construction.
- (h) Comply with provisions of the LAPD nighttime noise variance if nighttime construction is required.
- (i) During nighttime hours, use equipment at the surface of the construction site that, operating under full load, is certified to meet the specified lower noise level limits than standard equipment.

Reference:	FSEIS/FSEIR, pages 4.8-1 through 4.8-22.
Implementation:	To be addressed by the D/B contractor during construction. Monitoring by Metro.
Responsible Party:	Fred Smith, Design/Build Contractor, Gwynneth L. Doyle
Status:	<p>a) See response to d.</p> <p>b) Construction staging is complete and construction is underway – all activities occur as close as possible to actual construction location and as far away as possible from nearest receptor. <b>No changes this quarter.</b></p> <p>c) So far, haul routes have been able to avoid the neighborhood by entering and exiting on Atlantic Blvd. In the future, if the use of Telford is necessary, current construction plans are to use Telford as an exit route with empty trucks only. <b>No changes this quarter.</b></p> <p>d) Ambient sound is high, and construction activities are moderate thus far, therefore sound-reducing devices, or noise replacement equipment have not been needed thus far. Additionally, noisy activities have been occurring during the weekday when most residents are up, or at work. Therefore there is less potential to disturb residents. Contractor is within noise ordinance limits. <b>No changes this quarter.</b></p> <p>e) See response to d.</p> <p>f) See response to d.</p> <p>g) Noise measurements are being recorded on a regular basis. Noise control plan is <b>complete.</b></p> <p>h) Project is located in the County of LA, unlike the MGLLE project which was in both the City and County jurisdiction. Lastly, the project has a nighttime noise variance from the County of Los Angeles, during the construction period. . <b>No changes this quarter.</b></p> <p><b>Construction is nearly complete with no reports/complaints of excessive noise.</b></p>
Future Action:	<b>On-going monitoring by Metro.</b>

### **Mitigation Measure HM3.**

**The alignment traverses 2 known oil fields and numerous properties with known or potential contamination. Ground water or soil could be contaminated.**

- (a) Develop and implement, if necessary, emergency response procedures in conformance with federal, state, and local regulations in the unlikely event of a major hazardous materials release close to or within the vicinity of the proposed improvements.
- (b) Coordinate as appropriate with the CA Dept. of Toxic Substance Control (DTSC), State Water Resources Board (WRB), South Coast Air Quality Management District (SCAQMD), and other agencies as needed to keep abreast of current RCRA notifications, hazardous materials spill reports, LUST reports, and results of any sampling conducted within the project vicinity.
- (c) Treat contaminated ground water on-site to local and state criteria and discharge into the sanitary sewer or storm water system. If on-site remediation is not feasible, contaminated ground water will be disposed by recycling in a permitted facility. Contract specifications will define the role and responsibilities of Metro and contractor(s) relative to water pollution controls and solid residues from the contractor's water treatment operations. Metro will be responsible for any additional water treatment required to meet NPDES standards and will provide, operate, and maintain a water treatment system(s) for this purpose.
- (d) For contaminated soil that may be encountered, remove and dispose, treat and recycle at a permitted facility, or remediate contaminated soil offsite for disposal as clean fill in a landfill. Mitigation will conform to applicable local, state, and federal requirements. Issues regarding encountering contaminated soil as well as information regarding RCRA compliance and other State hazardous waste disposal requirements that apply to the project will be addressed in the contract specifications.
- (e) Metro, or its designated representative, will sample and analyze excavated soil, including tunnel muck, for the purpose of classifying material and determining disposal requirements. If soil is suspected or known to be contaminated, Metro will direct contractor to: 1) Segregate and stockpile material to facilitate measurement of the stockpile volume; and 2) Spray the stockpile with water or an SCAQMD-approved vapor suppressant and cover the stockpile with a heavy-duty plastic to prevent exposure.
- (f) Contractor will provide qualified and trained personnel and personal protective equipment to perform operations that require disturbance of hazardous substances including, but not limited to, excavation, slurry/muck processing, segregation, stockpiling, loading, and hauling.
- (g) No on-site treatment of hazardous soils will be conducted during the project. All contaminated soils and hazardous soils will be transported off-site to the Metro's temporary storage facility regulated by DTSC. Metro will follow the provisions of CCR Title 22, Division 4 and CCR Title 23 Chapter 15 as it relates to the classification and disposal of hazardous wastes. All soil believed to be contaminated will be sampled in accordance with SW-846 sampling protocols and profiled into a legally acceptable and properly permitted disposal facility.
- (h) All manifesting of potentially hazardous materials will be conducted with Metro as sole generator under Metro's EPA Generator Number.
- (i) Haul routes and waste disposal facilities will be included in the final contract documents.
- (j) In locations where buildings will be demolished, asbestos and/or lead may be present and will be handled by specialty contractors licensed in asbestos and lead abatement.

Reference:	FSEIS/FSEIR, pages 4.10-1 through 4.10-6.
Implementation:	To be addressed by the D/B contractor during construction. Monitoring by Metro.
Responsible Party:	David Duthie, Kathleen Sweet, Design/Build Contractor, Fred Smith
Status:	<p>a) Design-Build contractor has an overall Safety and Environmental Plan for the project. <b>No changes this quarter.</b></p> <p>b) Coordination with the State Regional Water Quality Control Board is occurring through preparation of a Stormwater Pollution Prevention Permit. Coordination with other agencies will occur on an as needed basis. So far, only hazardous soil is expected. It will be disposed of according to applicable rules and regulations. <b>No changes this quarter.</b></p> <p>c) Contaminated groundwater has not been discovered at this time. <b>No changes this quarter.</b></p> <p>d) <b>Hazardous soil has not been encountered at this time and is not likely to be found at this point due to major excavation being complete.</b></p> <p>e) Contractor is in compliance with this requirement.</p> <p>f) Contractor is in compliance with this requirement.</p> <p>g) Contractor is in compliance with this requirement.</p> <p>h) <b>Hazardous soil has not been encountered at this time and is not likely to be found at this point due to major excavation being complete.</b></p> <p>i) Contractor is in compliance with this requirement.</p> <p>j) Demolition of buildings is not a part of the project description.</p>
Future Action	<b>On-going monitoring by Metro.</b>

## **MITIGATION MEASURE N&BD.**

**Temporary traffic, access, circulation, parking, visual, noise and vibration, and air quality impacts are possible; hence, the following mitigation measures will be implemented:**

- (a) Metro Public Affairs staff and construction personnel will contact and interview individual businesses to identify business usage, delivery, and shipping patterns, as well as critical times of the day or year for business activities to aid in developing Worksite Traffic Control Plans (discussed in “Construction-Transportation” section) and to ensure that critical business activities are not disrupted.
- (b) Develop, fund, and maintain during construction a telephone hotline and 1 or more Metro Field Offices with staff to address community issues and concerns as they arise. Office to be open from 9am-5pm weekdays and any weekends when work occurs. Schedule to be developed prior to construction. The office will provide a physical location where information pertaining to construction can be exchanged. Ensure that all potentially affected persons know the name and telephone number(s) of public affairs staff that they can contact if they so desire. The contractor staffing plan is subject to Metro review.
- (c) Participate in local events to promote awareness of the LRT project.
- (d) Notify property owners, businesses, and residences of major construction activities (e.g., utility relocation/disruption and milestones; re-routing of delivery trucks).
- (e) Provide literature to public and news media, schedule promotional displays, participate in community committees, and make presentations, as needed, about the project.
- (f) Coordinate business outreach programs, and implement promotions for businesses most affected by the construction.

Reference:	FSEIS/FSEIR, page 4.19-1 through 4.19-58.
Implementation:	To be addressed by Metro.
Responsible Party:	Yvette Robles
Status:	<p>a), b), c), d), e), f), A Field Office has been opened and a project hotline established under the MGL EE project, and are available for this project as well. Business profiles were completed with the overall MGL EE project. Community briefings are held with the community at the beginning of major construction activities that would have direct impact to the community, office hours are held at the field office weekly. Business impacts in active construction zones are continuously mitigated. Construction notices are distributed to the community on all activities that would have a public impact. These activities are on-going.</p> <p>Specifically, Metro Community Relations worked with Supervisor Gloria Molina's office to replace the red curb located in front of the Fresenius Dialysis Clinic at the end of the cul-de-sac on Telford Avenue with the temporary implementation of a Passenger Loading Zone. This is to mitigate for the temporary removal of parking spaces as needed to construct the Atlantic Station parking structure for the Metro Gold Line Eastside Extension.</p> <p><b>Metro Community Relations notified property owners in the vicinity of Pomona Blvd. and Atlantic Blvd. of construction updates related to the Metro Gold Line Eastside Extension Atlantic Station parking structure with the creation and dissemination of 20 Construction Notices.</b></p>
Future Action:	These activities will be monitored, and reported on quarterly.

## **Mitigation Measure WR2.**

**Surface water-runoff and sedimentation possible from excavation activities and installation of impervious surfaces (paving) at some facilities. Also, dewatering activities for the tunneling and cut-and-cover station construction would be limited to the immediate excavation area, thus avoiding potential adverse impacts of a lowered water table.**

- (a) A Notice of Intent (NOI) will be prepared and a NPDES permit will be obtained prior to construction, which requires completion of a Storm Water Sewer Pollution Prevention Plan (SWPPP), and a monitoring program for the SWPPP. New standards, including the standard stormwater mitigation plan, will be incorporated into the project. A copy of the NPDES permit will be submitted to the City of Los Angeles.
- (b) If discharges to surface or ground water are expected, a Report of Waste Discharge (ROWD) will be prepared and submitted to SWRCB.
- (c) Contaminated runoff from large paved areas will be minimized through the installation of oil/water separators or siltation basins and trash filters.

Reference:	FSEIS/FSEIR, pages 4.11-1 through 4.11-8.
Implementation:	To be addressed by Design-Build Contractor, monitoring by Metro.
Responsible Party:	Kathleen Sweet, Design/Build Contractor, and Fred Smith
Status:	<ul style="list-style-type: none"><li>a) <b>A Notice of Intent was filed with the Regional Water Quality Control Board. A Stormwater Pollution Prevention Plan is being implemented on the project.</b></li><li>b) <b>An accidental discharge occurred. Appropriate regulatory agencies were notified and issue resolved.</b></li><li>c) <b>No discharges made. No run-off this quarter.</b></li></ul>
Future Action:	<b>Monitoring by Metro and status to be reported quarterly.</b>

## **Mitigation Measure S&S7.**

**Construction activity at several locations including the following could affect public safety: in the streets and stations for the at-grade segments; staging and storage areas for construction equipment and materials; locations where construction equipment is moving; excavation sites at the portals and other areas where some of the underground construction is being conducted at street level; and locations where haul trucks are transporting debris from tunnel excavations.**

The project will be required to meet Metro Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX. The following measures will be taken:

- (a) The construction contractor will be required to maintain access to community facilities affected by construction activities.
- (b) Metro will install appropriate traffic controls (signs and signals), as needed in conformance with LADOT, County DPW, HDM, MUTCD, and PUC standards to ensure pedestrian and vehicular safety during construction.
- (c) Construction will generally occur between the hours of 7:00 AM and 10:00 PM. Construction will be avoided during school arrival and departure times whenever possible. The contractor will inform adjacent schools of construction activities prior to their occurrence. The contractor will be required to inform their workers of the need to be especially cognizant of school children and others in the vicinity of the schools while they are performing their work.
- (d) Metro will provide the funding for crossing guards in the vicinity of all construction sites and haul routes as warranted in accordance with criterion contained in the *California DOT Traffic Manual, Chapter 10-07.3, Warrants for Adult Crossing Guards*
- (e) The contractor will be responsible for providing security at construction sites at a level that Metro determines to be appropriate in accordance with Metro Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX. In addition to the strategies previously discussed, other measures could include: use of security patrols; installation of temporary fencing around material laydown, subway excavation, and station sites; installation of screening to block construction site views from motorists' to avoid distraction; and installation of appropriate signing and lighting as required by LADOT and CoDPW. The contractor's security plan will be subject to Metro review.
- (f) Where fencing is used, it will be of good quality, capable of supporting accidental application of the weight of an adult without collapse or major deformation. All at-grade construction sites will be enclosed by new chain link fence. Fence will have horizontal top pipe above, below, and in the middle of the chain link mesh. For all off-street construction sites, chain link fence will be wrapped in new green plastic glare reduction plastic commonly used on tennis courts or Metro-approved equal. For on-street at-grade construction sites, fencing will not be so wrapped, and visibility must be maintained. Metro must approve methods to be used for on-street construction sites.
- (g) Flag persons will be provided at construction site access driveways, as required by LADOT, Metro, and CoDPW.
- (h) A construction methods manual will be developed and implemented that provides

specific information regarding use of flaggers, cones, flashing lights, etc.

- (i) Contractors shall secure and neatly stack tools and small parts during non-work hours; cover small, but deep excavations with heavy metal plates during non-work hours; and maintain tidy work sites.
- (j) Contractors will use equipment and facilities that are vandal- and graffiti-resistant to the extent possible. Graffiti will be removed within 24 hours at construction sites, facilities under construction, and from equipment.
- (k) Visibility of surrounding areas will be maintained to the extent possible to minimize crime potential.

Reference:	FSEIS/FSEIR, pages 4.14-1 through 4.14-8
Implementation:	To be addressed by the D/B contractor during construction. Monitoring by Metro.
Responsible Party:	David Duthie, Fred Smith, and Design/Build Contractor
Status:	<ul style="list-style-type: none"> <li>a) Contractor is in compliance at this time. Access is available to neighboring community. <b>No changes this quarter.</b></li> <li>b) This hasn't been required thus far, due to limited project activity; however it will be employed when needed. <b>No changes this quarter.</b></li> <li>c) Construction is occurring within these timeframes. There are no schools which would be affected by this project.</li> <li>d) Crossing guards are not required at this location.</li> <li>e) Temporary chain-link fencing and screening have been approved by Metro and implemented by the Contractor, safety precautions required have been implemented. <b>No changes this quarter.</b></li> <li>f) See response to e.</li> <li>g) Contractor is in compliance with this measure. <b>No changes this quarter.</b></li> <li>h) No streetwork will be required for this project. Additionally, this hasn't been required thus far due to limited project activity. However, when it is needed, the industry-standard Watch Manual will be used. <b>No changes this quarter.</b></li> <li>i) Contractor is in compliance with this measure. <b>No changes this quarter.</b></li> <li>j) Contractor is in compliance with this measure. <b>No changes this quarter.</b></li> <li>k) The project does not create unsafe areas which would promote crime due to the project location and surrounding land use configuration.</li> </ul>
Future Action:	<b>Continued monitoring by Metro and status to be reported quarterly.</b>

## **Mitigation Measure S&S8.**

**Detours, street closures, traffic congestion, and staging activities could affect emergency response.**

- a) Construction staging/detour plans will be reviewed by, and developed to the standards of, the appropriate emergency service providers and medical facilities prior to construction.
- b) Advance notice will be given to emergency service providers of road and lane closures.
- c) Project will comply with applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of LA CPC 19708.
- d) Adequate public and private fire hydrants will be required in accordance with City and County standards.
- e) A fire chief from City of LA and County of LA will be on-hand, as needed, to ensure the project meets all City and County codes.

Reference:	FSEIS/FSEIR, pages 4.14-1 through 4.14-8.
Implementation:	To be addressed by the D/B contractor during construction. Monitoring by Metro.
Responsible Party:	Javier Lora, David Duthie, Fred Smith, and Design/Build Contractor
Status:	<p>a), b) Street Closures will not be required for this project. Generally, the contractor will use the far-right lane of a four lane road to deliver materials to the site. Any temporary partial lane closures will go through the County of Los Angeles permit process which notifies affected agencies. <b>No changes this quarter.</b></p> <p>c) Contractor is in compliance with all safety requirements:</p> <ul style="list-style-type: none"> <li>• Hazards have been addressed/abated and documented as encountered and as required. Documentation is current and on file.</li> <li>• Job Hazard Analysis (JHA) for all ongoing work activities are revised and reviewed with respective crews on a daily bases as required.</li> <li>• Safety Committee continues site inspections on weekly bases; findings are documented and reported/reviewed with all frontline supervisors (Superintendents/Forman) at the Weekly Toolbox Meetings.</li> <li>• The Contractor has No (0) Recordable(s) as well as No Days Away From Work Accidents/Incidents.</li> </ul> <p><b>No Changes this quarter.</b></p> <p>d) Fire hydrants are already available in the adjacent urban area. The project footprint is contained within existing street and sidewalks configuration.</p> <p>e) This mitigation measure is applicable to the overall MGLEE project which required major construction. As this is a standard small construction project, Contractor will obtain appropriate permits from the County. All information will be made available to the Fire department when and if they stop by.</p>
Future Action:	Continued monitoring by Metro.

**MITIGATION MEASURE CAQ.**

**Nitrogen Oxides, NO<sub>x</sub>, and Particulate Matter, PM<sub>10</sub> emissions are anticipated to exceed SCAQMD significance thresholds during most of the construction period. However, impacts will still be localized and short-term because the construction equipment will move throughout the six-mile project area and not stay in one place for the entire construction period. As part of the stipulations of the construction contract, Metro will require contractors to:**

- a) Minimize use of on-site diesel equipment, particularly unnecessary idling.
- b) Replace diesel-powered machinery with electrically powered machinery, where feasible.
- c) Shut off equipment to reduce idling when not in direct use.
- d) Require all construction workers to park off-street
- e) Maintain a fugitive dust control program consistent with SCAQMD Rules 403 and 1166 for grading and earthwork activity.
- f) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface at all disturbed surface areas.
- g) Require all trucks hauling dirt, sand, soil, or other loose substances and building materials to be covered.
- h) Use street sweeping equipment at site access points and all adjacent streets used by construction equipment in compliance with SCAQMD Rule 403.
- i) Suspend grading operations during 1<sup>st</sup> and 2<sup>nd</sup> stage smog alerts and during winds greater than 25 mph.
- j) Implement a sidewalk and window-cleaning program, if needed, to reduce dust impacts on businesses and residences.

Reference:	FSIS/FSEIR, page 4.7-1 through 4.7-13.
Implementation:	To be addressed by the D/B contractor. Monitoring by Metro.
Responsible Party:	Fred Smith, Gwynneth L. Doyle, Design/Build Contractor
Status:	a), b), c), d), e),f), g), h), i), j) Contractor is in compliance with these measures. <b>No Changes this quarter.</b>
Future Action:	<b>On-going monitoring by Metro.</b>

## 6. APPENDIX A - ACRONYMS

AChP	Advisory Council on Historic Preservation	CTS	Commuter Transportation Services
ADA	Americans with Disabilities Act	dBA	A-weighted Sound Level
AFR	Audit Finding Report	DND	Draft Negative Declaration
AQMD	South Coast Air Quality Management District	DP	Development Plan
ATSAC	Automated Traffic Signal and Control	DRSA	Developer Request for Proposal, Selection and Agreement
BRS	Blast Relief Shaft	DWP	Department of Water and Power
CADc	California Administrative Code	EA	Environmental Assessment
CAC	Citizens Advisory Committee	EA/IS/ND	Environmental Assessment/Initial Study/Negative Declaration
CAD	Computer Aided Design	E&H	Elderly & Handicapped
Cal/EPA	California Environmental Protection Agency	EB6S	Emergency Backup Power System
Cal/OSHA	California Occupational Safety and Health Administration	EMC	Engineering Management Consultant
Caltrans	California Department of Transportation	EMFA	Economic/Market Feasibility Analysis
CBD	Central Business District	EMM	Edgemont Mini Mall
CCF	Central Control Facility	EMP	Environmental Management Panel
CCMC	Citizens Committee on METRO Construction	ETSDF	Egg-Type Soft Resilient Direct Fixation Rail Fasteners
CCR	California Code of Regulations	FAR	Floor Area Ratio
CCTV	Closed Circuit Television	Fed/EPA	Federal Environmental Protection Agency
CD	Council District	FEIR	Final Environmental Impact Report
CDC	Los Angeles County Community Development Commission	FEIS	Final Environmental Impact Statement
CDD	City of Los Angeles Community Development Department	FEMA	Federal Emergency Management Agency
CEDO	City of Los Angeles Economic Development Office	FFC	Full Funding Contract
CELP	Construction Enhancement Loan Program	FFGA	Full Funding Grant Agreement
CEQA	California Environmental Quality Act	FONSI	Finding of No Significant Impact
CESMMP	Consolidated Excavation Site Mitigation Monitoring Program	FST	Floating Slab Trackbed
CFR	Code of Federal Regulations	FTA	Federal Transit Administration
CM	Construction Manager	G&A	Greenwood and Associates
CMP	Congestion Management Program	GDSR	Geotechnical Design Summary Report
COF	Clarifications of Findings	GEC	General Environmental Consultant
CRA	City of Los Angeles Community Redevelopment Agency	GPF	General Plan Framework
CRWQCB	California Regional Water Quality Control Board	HDPE	High-Density Polyethylene

JDAg Joint Development Agreement  
 JDA Joint Development Assessment  
 LABOE Los Angeles Bureau of Engineering  
 LACDRP Los Angeles County Department of Regional Planning  
 LACM Natural History Museum of Los Angeles County  
 LACTC Los Angeles County Transportation Commission  
 LADOP City of Los Angeles Department of Planning  
 LADOT City of Los Angeles Department of Transportation  
 LADRP Los Angeles Department of Recreation and Parks  
 LAFD Los Angeles Fire Department  
 LAHD Los Angeles Housing Department  
 LAPD Los Angeles Police Department  
 LAUPT Los Angeles Union Passenger Terminal  
 LAUSD Los Angeles Unified School District  
 LPA Locally Preferred Alternative  
 LUTC Land Use/Transit Compatibility  
 LUTP Land Use/Transportation Policy  
 MGD Million Gallons per Day  
 MIS Modified Initial Study  
 MMSR Mitigation Measures Status Report  
 MOA Memorandum of Agreement  
 MOS Minimum Operable Segment  
 MOU Memorandum of Understanding  
 MPA Master Plan Assessment  
 MSDS Material Safety Data Sheet  
 Metro Los Angeles County Metropolitan Transportation Authority  
 NICU Neonatal Intensive Care Unit  
 NPDES National Pollutant Discharge Elimination System  
 NTP Notice To Proceed  
 OSHA Occupational Safety and

Health Administration  
 PM<sub>10</sub> Particulate Matter with an Aerodynamic Diameter of 10 Microns or Less  
 PSR Project Study Report  
 RFC Request for Change  
 RFP Request for Proposal  
 RFIQ Request for Information and Qualifications  
 RFQ Request for Qualifications  
 ROD Revenue Operations Date  
 R RTP Rail Rapid Transit Project  
 RWQCB Regional Water Quality Control Board  
 SAA Station Area Assessment  
 SCADA Supervisory Control and Data Acquisition  
 SCAQMD South Coast Air Quality Management District  
 SCR TD Southern California Rapid Transit District  
 SEIS/SEIR Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report  
 SHPO State Historic Preservation Officer  
 SP Special Provision  
 SRDF Soft Resilient Direct Rail Fasteners  
 SSPWC Standard Specifications for Public Works Construction  
 SVP Society of Vertebrate Paleontology  
 TBM Tunnel Boring Machine  
 TCO Traffic Control Officer  
 TDS Total Dissolved Solids  
 TOD Transit Oriented Districts  
 TRB Transportation Research Board  
 TSM Traffic Systems Management  
 UCMP University of California Museum of Paleontology  
 USA Underground Service Alert  
 VdB Velocity Vibration Level  
 WTCP Worksite Traffic Control Plan  
 WTF Water Treatment Facility

## **7. APPENDIX B - ACKNOWLEDGMENTS**

### **Los Angeles County Metropolitan Transportation Authority**

Lloyd Boucher, Third Party Coordination  
David Duthie, Third Party Coordination  
James Brown, Construction Safety Manager  
Javier Lora, Construction Safety  
Tom Eng, Manager Office of Systems Safety and Security  
Matt Gallagher, Construction Management Services  
John Higgins, Third Party Administration Manager  
Vijay Khawani, Director Rail Operations  
Velma Marshall, Director METRO Real Estate Services  
Jorge Pardo, Manager METRO Art Transportation Planning  
John Quintanar, LA Fire Safety  
Carl Peter Ripaldi, Principal Environmental Specialist, Environmental Compliance and Services  
Yvette Robles, Community Relations Officer  
Fred Smith, Construction Manager  
Kathy Sweet, Principal Environmental Specialist, Environmental Compliance and Services  
Gwynneth L. Doyle, Senior Environmental Specialist, Environmental Compliance and Services  
Linda Wright, DEO of Diversity and Economic Opportunity  
Prabal Sanyal, Representative, Diversity and Economic Opportunity  
Scott Page, Service Development Manager, Service Sector Office – San Gabriel Valley  
Cristina Coronado, Community Relations

### **Eastside LRT Constructors**

Pattie Antich, URS Corporation  
Carl Sanstedt, URS Corporation  
Kurt Kroner, Kroner Environmental

### **WM Klorman Construction Corporation**

Bill Klorman, Project Director  
Mark Fechtelkotter, Project Manager