MITIGATION MEASURES STATUS REPORT

MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT

4th EDITION

Prepared by the

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for the

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U.S. Department of Transportation

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1. INTRODUCTION

1.1 PROJECT ALIGNMENT

The Mid-City/Exposition Light Rail Transit Project is an extension of the 62-station Metro Rail System. The line will begin at the existing 7th Street/Metro Center Station in Downtown Los Angeles and will terminate near the intersection of Washington Boulevard and National Boulevard in Culver City, a distance of 8.5 miles. The project will include up to eight new stations and upgrades to two existing stations and will be primarily at-grade. The project also includes a bicycle facility consisting of a combination of an off-street bike path and on-street bike lanes from Vermont Avenue to Wesley Street in Culver City. The vision and intent is to eventually complete the light rail line to Santa Monica.

1.2 PROJECT BACKGROUND

Preliminary engineering and environmental approvals for the project were undertaken by the Los Angeles County Metropolitan Transportation Authority (Metro). The Metro Board certified the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project in December 2005 *(Final Environmental Impact Statement/Environmental Impact Report for the Mid-City Westside Transit Corridor, Mid-City Exposition Light Rail Transit Project, October 2005).* The Federal Transit Administration (FTA) issued a Record of Decision (ROD) in February 2006. Attachment A of the ROD includes a Mitigation Monitoring and Reporting Plan (MMRP) listing the mitigation measures that are to be implemented as a condition of project approval. Responsibility for final design and construction of the project has now been transferred to a separate entity, the Exposition Metro Line Construction Authority (Expo Authority). This Mitigation Measures Status Report (MMSR) provides an update on the status of implementation of the mitigation measures listed in the MMRP.

1.3 PROJECT STATUS

Design and Construction

Segment A (Downtown to Vermont Avenue) design has been advanced to 60 percent completion, with the 85 percent design submittal for the Flower/Exposition grade separation trench portion of this segment completed at the end of February. The 60 percent design submittal for Segment B (Vermont Avenue to Harcourt Avenue) has also been completed, while the 60 percent design submittal for Segment C (Harcourt Avenue to Culver City) is anticipated in April.

Construction work continues along Flower Street from 18th to 23rd Streets in Downtown Los Angeles. Work includes the relocation of storm drains and waterlines. Future activities will include relocation of gas, power, and cable TV

as well as roadway improvements, traffic control, street lighting, communications, and train control work.

Tree removal work along Flower Street was undertaken in February. The trees were removed to facilitate rail construction activities. They will be replanted as part of the new landscaping design for Flower Street once major construction activities have been completed.

Major construction is scheduled to commence in Spring 2007.

Public Outreach

Exposition Construction Authority Board meetings were held on January 11 and March 1. Meetings are normally held on the second Thursday of every month.

The Urban Design Committee has been meeting regularly to provide input into the design and aesthetics of the project. Meetings were held on January 9, February 13, and March 13. The Committee, comprised of 14 members appointed by the Exposition Construction Authority Board, has been discussing landscaping options, station design, and fencing for the project. Meetings are normally held on the second Tuesday of every month.

A Project Status Update meeting was held in the Mid-Corridor, at Dorsey High School, on March 21. The purpose of the meeting was to provide a status and construction update, and discuss a Tributary Plan and Soil Excavation and Handling Plan.

Funding

In April 2005, the Metro Board adopted a Full Funding Plan of $640 million, which included unsecured funding of $50 million in local contributions and $15 million in Federal Bus and Bus Facilities Discretionary Funding. In December 2005, the Los Angeles City Council approved a funding contribution of $40 million, including $5 million for mitigations at Los Angeles Trade Technical College. On March 16, 2006, the California Transportation Commission (CTC) approved the allocation of $208 million in Traffic Congestion Relief Program (TCRP) funding and on April 27, 2006, the CTC approved the allotment of $315 million of 2006 State Transportation Improvement Program (STIP) funding for the project. Project staff is continuing to work with other stakeholders to establish the remaining funding commitments.

1.4 ORGANIZATION AND FORMAT OF THE REPORT

- **Summary Status of Mitigation Measures**. Section 2 provides a summary of the status of implementation of each mitigation measure. A "C" denotes measures that have been completed. Measures that are still in progress are denoted by a "P." Measures to be addressed during the next quarterly report are denoted by an "N."

- **Detailed Status of Mitigation Measures**. Section 3 provides a detailed description of each mitigation measure and the current status. Updated information is highlighted in bold font. The measures are grouped into the following major categories (abbreviations also shown):

Category	Abbreviation
Traffic	T
Parking	P
Land Use/Neighborhood	LU
Land Acquisition, Displacement and Relocation	LADR
Visual Quality	V
Noise & Vibration	NV
Geology, Soils, & Seismicity	GS
Exposure to Hazardous Substances	H
Water Resources	WR
Biological Resources	BR
Safety & Security	SS
Historic, Archaeological, & Paleontological Resources	HAP
Community Facilities & Parklands	CF
Construction Impacts	C

Each adopted mitigation measure has been assigned a number within the major categories (e.g., T1, T2, T3, etc.). For each mitigation measure, the following information is provided.

- Reference: Indicates on which pages of the FEIS/EIR the mitigation measure is described;

- Implementation Responsibility: Indicates the entity responsible for implementing the mitigation measure;

- Reporting Responsibility: Indicates the individual(s) responsible for providing the status of compliance with the measure's provisions;

- Status: Provides the current status of implementation of the mitigation measure. Reports on the status of mitigation measures are to be updated by

the appropriate "reporting responsible" party on a quarterly basis (updated every three months); and

- Future Action: Indicates 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.

2. SUMMARY STATUS OF MITIGATION MEASURES

The MMSR is updated every three months. Given that the ROD was issued by FTA at the end of February 2006, this is the fourth edition of this report and is for the three-month period ending on February 28, 2007.

The following table summarizes the current status of all mitigation measures and activities. Mitigation measures monitored and updated in the current report quarter are shown in **bold**, and are discussed in detail in Section 3. A "C" in the "Status" column denotes measures that have been completed. Measures that are still in progress are denoted by a "P." Measures to be addressed during the next quarterly report are denoted by an "N."

Mitigation Measure	Page	Status	Mitigation Measure Completion Date	Monitoring Completion Date
T2	**9**	**P**		
T8	**10**	**P**		
T9	**11**	**P**		
T11	**12**	**P**		
T12	**13**	**C**	**February 2007**	
T13	**14**	**P**		
T14	**15**	**P**		
T15	**16**	**P**		
T16	**17**	**P**		
T17	**18**	**P**		
T18	**19**	**P**		
T20	**20**	**P**		
T21	**21**	**P**		
T22	**22**	**N**		
T23	**23**	**P**		
P1	**24**	**P**		
P2	**25**	**P**		
P3	**26**	**P**		
P4	**27**	**P**		
P5	28	P		
LU1	**29**	**P**		
LU2	30	C	November 2006	
LU4	**31**	**N**		
LU5	**32**	**P**		
LADR1	**33**	**P**		
LADR2	34	C	November 2006	

Mitigation Measure	Page	Status	Mitigation Measure Completion Date	Monitoring Completion Date
LADR3	35	P		
V1	36	P		
V2	37	P		
V3	38	P		
V4	39	P		
V5	40	P		
V6	41	P		
V7	42	P		
V8	43	P		
V9	44	P		
V10	45	P		
V11	46	P		
V12	47	P		
V13	48	P		
V14	49	P		
V15	50	P		
V16	51	P		
V17	52	P		
V18	53	C	November 2006	
V19	54	P		
V20	55	N		
V21	56	P		
V22	57	P		
V23	58	P		
V24	59	P		
V25	60	P		
NV1	61	P		
NV2	63	P		
NV3	64	P		
NV4	65	P		
NV5	66	P		
NV6	67	P		
NV7	68	P		
NV8	69	P		
GS1	70	P		
GS2	71	P		

Mitigation Measure	Page	Status	Mitigation Measure Completion Date	Monitoring Completion Date
H1	72	P		
H2	73	P		
H3	74	P		
H4	75	P		
H5	76	P		
H7	77	P		
WR1	78	P		
WR2	79	P		
BR1	80	P		
BR2	81	P		
SS1	82	P		
SS2	83	P		
SS3	84	P		
SS4	85	P		
SS5	86	P		
SS6	87	P		
SS7	88	P		
SS8	89	P		
SS9	90	P		
HAP1	91	N		
HAP2	92	N		
HAP3	93	P		
HAP4	94	P		
HAP5	95	P		
HAP6	96	P		
HAP7	97	P		
CF1	98	P		
CF2	99	P		
CF3	100	P		
C1	101	P		
C2	102	P		
C3	103	P		
C4	104	N		
C5	105	P		

Mitigation Measure	Page	Status	Mitigation Measure Completion Date	Monitoring Completion Date
C6	**106**	**P**		
C7	107	P		
C8	**108**	**P**		
C9	**109**	**P**		
C10	**110**	**P**		
C11	**111**	**P**		
C12	**112**	**P**		
C13	113	P		
C14	114	P		
C15	**115**	**P**		
C16	**118**	**P**		
C17	**119**	**P**		
C18	**120**	**P**		
C19	**121**	**P**		
C20	**122**	**P**		
C21	123	P		
C22	124	P		
C23	125	N		
C24	**126**	**P**		
C25	127	P		
C26	**128**	**P**		
C27	**129**	**P**		
C28	**131**	**P**		
C29	**132**	**P**		
C30	133	N		
C31	**134**	**P**		
C32	135	P		
C33	**136**	**P**		
C34	**137**	**P**		
C35	**138**	**P**		
C36	139	P		
C37	**140**	**P**		
C38	**141**	**P**		
C39	142	P		
C40	**143**	**P**		
C41	**144**	**P**		
C42	**145**	**P**		
C43	**146**	**P**		
C44	**147**	**P**		

3. DETAILED STATUS OF MITIGATION MEASURES

3.1 TRAFFIC (T)

Measures T1, T3-T7, T10, and T20 were removed from the project as they were related to alternatives or design options that are no longer part of the project.

Mitigation Measure T2

Impact:

Traffic to and from parking facility at Venice/Robertson station could worsen congestion for already overburdened I-10 on- and off-ramps.

Mitigation:

I-10 Robertson Boulevard Ramps

Contribute $100,000 toward the preparation of a study identifying possible improvements and reconfiguration of freeway ramps and connecting arterial streets. The study will include review and coordination by the City of Los Angeles, Culver City, and Caltrans.

Reference:	FEIS/EIR Pages 3.2-12.
Implementation Responsibility:	To be monitored by Metro.
Reporting Responsibility:	David Mieger
Status:	The Westside Cities Project Working Group has determined that the full costs for the planning, design and preliminary engineering of this project has increased to between $6-8 million. Funding that has been secured to date includes **$2.5 million.** The Westside Cities are continuing to seek further sources of funding for this project. The Expo LRT Project contribution of $100,000 toward this study will be contingent upon the successful identification of a scope and funding for the I-10 ramp improvement study.
Future Action:	**The Project Working Group will meet on March 8, 2007 to determine if a Caltrans Project Implementation Document (PID) would be the appropriate first planning document. Will report on this next quarter.**

Mitigation Measure T8

Impact:

With implementation of design features, no adverse impacts to intersection operation would result in the Downtown Los Angeles Connection. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Flower Street/ Adams Boulevard

a. Ensure that the southbound lane is configured to accommodate one shared through/ right-turn lane, one through lane and one shared through/ left-turn lane; and

b. Ensure that signal timing and phasing is modified to accommodate the new additional LRT phase.

References:	FEIS/EIR, pages 3.2-24 through 3.2-25.
Implementation Responsibility:	(a) To be addressed by Design Build Contractor during design and construction. (b) To be implemented by the LADOT during construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**(a.) and (b.) – CPUC application was submitted on December 6, 2006 to include a roadway configuration that exceeds the minimum traffic lane set forth in this measure.**
Future Action:	Continue to review design submittals by Design Build Contractor to ensure that mitigation requirements are incorporated into design.

Mitigation Measure T9

Impact:

With implementation of design features, no adverse impacts to intersection operation would result in the Downtown Los Angeles Connection. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Flower Street/ Jefferson Boulevard

a. Ensure that the southbound lane is configured to accommodate one shared through/ right-turn lane, one through lane and one shared through/ left-turn lane; and

b. Ensure that signal timing and phasing is modified to accommodate the new additional LRT phase.

References:	FEIS/EIR, pages 3.2-24 through 3.2-25.
Implementation Responsibility:	(a) To be addressed by Design Build Contractor during design and construction. (b) To be implemented by the LADOT during construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**(a.) and (b.) – A CPUC application for this intersection / crossing was filed on December 6, 2006 to include a roadway configuration that exceeds the minimum traffic lanes set forth in this measure.**
Future Action:	Continue to review design submittals by Design Build Contractor to ensure that mitigation requirements are incorporated into design.

Mitigation Measure T11

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the Mid-Corridor. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Vermont Avenue/ Exposition Boulevard

a. Ensure that the eastbound shared through/ left-turn lane is converted to an exclusive left-turn lane;
b. Ensure that the westbound shared through/ left-turn lane is converted to an exclusive left-turn lane; and
c. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.

References:	FEIS/EIR, pages 3.2-24 through 3.2-25.
Implementation Responsibility:	(a) To be addressed by Design Build Contractor during design and construction. (b) To be addressed by Design Build Contractor during design and construction. (c) To be implemented by the LADOT during construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**(a), (b), and (c) – Acquisition of a small parcel of property is underway at the SE corner of Vermont/Exposition to accommodate the required lane configurations.**
Future Action:	Continue to review design submittals by Design Build Contractor to ensure that mitigation requirements are incorporated into design. Completion of right of way acquisition for dedicated right-turn lane.

Mitigation Measure T12

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the Mid-Corridor. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Normandie Avenue/ Exposition Boulevard

a. Ensure that the westbound lane is configured to accommodate one exclusive left-turn lane, one through lane and one shared through/ right-turn lane;

b. Ensure that the southbound lane is configured to accommodate one exclusive left-turn lane, one through lane and one shared through/right-turn lane; and

c. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.

References:	FEIS/EIR, pages 3.2-34.
Implementation Responsibility:	(a) To be addressed by Design Build Contractor during design and construction. (b) To be addressed by Design Build Contractor during design and construction. (c) To be implemented by the LADOT during construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**(a), (b), and (c) - Mitigation measure T12 was removed as part of Addendum No. 1 to the FEIS/EIR dated April 2006.**
Future Action:	**Completed**

Mitigation Measure T13

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the Mid-Corridor. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Western Avenue/ Exposition Boulevard

a. Ensure that an exclusive left-turn lane is added to both northbound and southbound to accommodate one exclusive left-turn lane, one through lane and one shared through/right-turn lane; and

b. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.

References:	FEIS/EIR, pages 3.2-34.
Implementation Responsibility:	(a) To be addressed by Design Build Contractor during design and construction. (b) To be implemented by the LADOT during construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**(a.) and (b.) – A CPUC application for this intersection / crossing was filed on February 7, 2007 to include a roadway configuration that meets this mitigation requirement.**
Future Action:	Continue to review design submittals by Design Build Contractor to ensure that mitigation requirements are incorporated into design.

Mitigation Measure T14

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the Mid-Corridor. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Arlington Avenue/ Exposition Boulevard

a. Ensure that an exclusive left-turn lane is added to northbound to accommodate one left-turn lane, one through lane and one shared through/right-turn lane;
b. Ensure that both eastbound and westbound lanes are configured to accommodate one left-turn lane and one shared through/right-turn lane;
c. Ensure that a southbound left-turn is prohibited; and
d. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for the northbound and eastbound approaches.

References:	FEIS/EIR, pages 3.2-34.
Implementation Responsibility:	(a) To be addressed by Design Build Contractor during design and construction. (b) To be addressed by Design Build Contractor during design and construction. (c) To be addressed by Design Build Contractor during design and construction. (d) To be implemented by the LADOT during construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**(a.), (b.), (c.), and (d.) – A CPUC application for this intersection / crossing was filed on February 16, 2007 to include roadway configuration and conceptual traffic signal design consistent with this measure, as amended.**
Future Action:	**Review upcoming Design Build Contractor design submittals to verify compliance with this measure.**

Mitigation Measure T15

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the Mid-Corridor. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Crenshaw Boulevard/ Exposition Boulevard

a. Ensure that both eastbound and westbound lanes are configured to accommodate one exclusive left-turn lane and one shared through/ right-turn lane;
b. Ensure that signal timing and phasing to accommodate protected left-turn phases for the eastbound and westbound approaches; and
c. Ensure that a new traffic signal is installed at the intersection of Crenshaw Boulevard and 36th Street.

References:	FEIS/EIR, pages 3.2-34.
Implementation Responsibility:	(a.) To be addressed by Design Build contractor during design and construction. (b.) To be implemented by the LADOT during construction. (c.) To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**(a.), (b.), and (c.) – A CPUC application for this intersection / crossing was filed on February 7, 2007 to include roadway configuration and conceptual traffic signal design that is consistent with this mitigation requirement.**
Future Action:	Continue to review design submittals by Design Build Contractor to ensure that mitigation requirements are incorporated into design.

Mitigation Measure T16

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the West End. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

La Cienega Boulevard/ Jefferson Boulevard

a. Modify signal phasing to "permissive" for the eastbound and westbound approaches on Jefferson Boulevard.

b. Ensure that eastbound approach and departures are converted to accommodate a left-turn lane, two through lanes and a through/ right-turn lane. The eastbound departure would require the removal of parking to accommodate the approach reconfiguration.

c. Ensure that the southbound approach and departures are converted to accommodate two left-turn lanes, three through lanes and a right-turn lane. Additional right of way would be required to accommodate the southbound right turn lane between Venice Boulevard and Washington Boulevard. The southbound departure on National Boulevard would also require additional right of way (on the southeast corner of Washington and National) to accommodate realignment and three departure lanes.

References:	FEIS/EIR, pages 3.2-60.
Implementation Responsibility:	(a) To be implemented by LADOT. (b) To be addressed by Design Build Contractor during design and construction. (c) To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**(a.), (b.), and (c.) – Completed additional traffic analysis, which concludes that the required roadway configuration for eastbound Jefferson Boulevard lanes at this intersection should include two dedicated left-turn lanes, one through lane, and one through/right-turn lane.**
Future Action:	**Develop intersection layout to comply with this mitigation measure, as amended.**

Mitigation Measure T17

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the West End. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

La Cienega Boulevard/ Rodeo Road

Ensure that the westbound approach configuration on Rodeo Road is converted to accommodate two left-turn lanes, two through lanes, and a right-turn lane.

References:	FEIS/EIR, pages 3.2-63.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	Review intersection configuration with LADOT and Los Angeles Bureau of Engineering to develop conceptual design approach.

Mitigation Measure T18

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the West End. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Jefferson Boulevard/ National Boulevard

Ensure that the southbound approach configuration on Jefferson Boulevard is converted to accommodate a right-turn lane, a through/ right-turn lane, and one through lane.

References:	FEIS/EIR, pages 3.2-63.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Design by the Design Build Contractor is progressing, consistent with this mitigation measure.**
Future Action:	Continue review of in-progress design submittals prepared by Design Build Contractor.

Mitigation Measure T20

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the West End. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Washington Boulevard/ National Boulevard

Ensure that the westbound approach and departures are converted to accommodate a left-turn lane, two through lanes and a through/right-turn lane. The westbound departure would require additional Metro right of way and the removal of parking to accommodate the new approach configuration.

References:	FEIS/EIR, pages 3.2-63.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Design by the Design Build Contractor is progressing consistent with this measure, as corrected.**
Future Action:	**Continue to review and monitor Design Build Contractor design submittals for consistency with this measure.**

Mitigation Measure T21

Impact:

With implementation of certain design features, no adverse impacts to intersection operation would result in the Mid-Corridor. The following intersection-specific mitigation measures would ensure that these design features are implemented as part of the Project.

Mitigation:

Venice Boulevard/ National Boulevard

Ensure that the eastbound and westbound approaches on Venice Boulevard are converted to accommodate two left-turn lanes, three through lanes and a right-turn lane. This could be achieved through a widening of the existing pavement utilizing some of the central median and sidewalks on Venice Boulevard.

References:	FEIS/EIR, pages 3.2-63.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Design Build Contractor is progressing with designs consistent with this measure.**
Future Action:	**Same as previous period.**

Mitigation Measure T22

Impact:

Street closures would be required in certain residential areas.

Mitigation:

Neighborhood Traffic Control

Monitor traffic conditions on residential streets adjacent to the Exposition corridor to determine the need for traffic calming measures on residential streets. Prepare traffic calming and neighborhood traffic control programs for each identified neighborhood location in coordination with the affected residents.

References:	FEIS/EIR, pages 3.2-69 through 3.2-70.
Implementation Responsibility:	To be addressed by **Metro** during **operations**.
Reporting Responsibility:	**Bruce Shelburne**
Status:	**No activity to report for this quarter.**
Future Action:	**To be implemented by Metro during operations.**

Mitigation Measure T23

Impact:

Special events at USC or Exposition Park would require special, temporary operating procedures for the Mid-City/Exposition LRT.

Mitigation:

Special Event Strategies

(a) Develop "Bus Bridge" plan (with non-continuous LRT operations).

(b) Develop "Traffic Control" plan (with LRT operation) with the City of Los Angeles.

References:	FEIS/EIR, page 3.2-70.
Implementation Responsibility:	(a) To be addressed by Metro upon the Revenue Operations Date for the LRT project. (b) To be addressed by Metro upon the Revenue Operations Date for the LRT project.
Reporting Responsibility:	Bruce Shelburne
Status:	**(a) and (b) - The contracted consultant presented a time and motion study in February 2007 to stakeholders, depicting the movement of pedestrians and trains in and around the Expo alignment after a large event at the Coliseum. Analysis concluded that modifications would be required to existing event detour plans including the closure of Menlo Avenue northbound for one hour post-game to facilitate pedestrian access to Vermont Station. Significant temporary fencing would also be required along the right-of-way to channel pedestrian flows to the crossing locations and station entrances.**
Future Action:	**Follow-on study required to further define event management plan; in particular, manpower and fencing requirements.**

3.2 PARKING (P)

Measure P6 has been removed from the project as it related to an alternative or design option that is no longer part of the project.

Mitigation Measure P1

Impact:

At stations without parking facilities spillover parking on neighboring residential streets could occur.

Mitigation:

Metro will provide replacement parking where utilization is high:

Implement in the areas adjacent to the LRT station where no station parking facility is provided, and local jurisdictions determine that spillover parking is causing a significant impact. Some combination of the following four basic control approaches will be implemented to reduce impacts of Metro patron parking in neighborhoods:

a. Prohibit on-street parking
b. Time-limited parking
c. Resident permit parking
d. Non-resident permits for registered carpoolers who work in the zone

Reference:	FEIS/EIR, Page 3.3-11 through 3.3-12.
Implementation Responsibility:	To be addressed by **Metro in coordination with** LADOT and the Culver City Public Works Department during operations.
Reporting Responsibility:	**Bruce Shelburne**
Status:	**No activity to report for this quarter.**
Future Action:	**To be implemented by Metro during operations.**

Mitigation Measure P2

Impact:

The Flower Street Design Option would remove or place restrictions upon 181 of the 269 on-street parking spaces along the alignment in the Downtown Los Angeles Connection.

Mitigation:

Parking restrictions will be implemented on the west side of Flower Street between 17th Street and Exposition Boulevard. The restrictions will prohibit parking during PM peak traffic hours.

Reference:	FEIS/EIR, Page 3.3-11 through 3.3-12.
Implementation Responsibility:	To be monitored by **EMLCA** during construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	Monitor final design and ensure that the final design features for parking mitigation are consistent with the intent of the EIR mitigation measures. Obtain all required approvals.

Mitigation Measure P3

Impact:

Of the 1,010 on-street parking spaces along the alignment in the Mid-Corridor, 512 spaces would be removed. The availability of street parking on surrounding streets would help to partially offset the loss.

Mitigation:

Metro will provide replacement parking where utilization is high:

To absorb the parking loss associated with the removal of on-street parking along north side of Jefferson Boulevard between Carmona Avenue and La Cienega Boulevard, approximately 75 spaces in the proposed La Cienega Station parking facility will be dedicated to local residents' **nighttime and weekend** use.

Reference:	FEIS/EIR, Page 3.3-11 through 3.3-12.
Implementation Responsibility:	To be addressed by Metro during design, construction and operations.
Reporting Responsibility:	Bruce Shelburne
Status:	**No activity to report for this quarter.**
Future Action:	**Metro will continue to monitor and report on parking issues throughout construction.**

Mitigation Measure P4

Impact:

Of the 1,010 on-street parking spaces along the alignment in the Mid-Corridor, 512 spaces would be removed. The availability of street parking on surrounding streets would help to partially offset the loss.

Mitigation:

The street configuration on Exposition Blvd. between Carmona Avenue and La Brea Avenue will be redesigned to accommodate an additional 50 on-street parking spaces.

Reference:	FEIS/EIR, Page 3.3-11 through 3.3-12.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	**Ensure that parking limits are clearly defined and verify that mitigation measures are met.**

Mitigation Measure P5

Impact:

Of the 1,010 on-street parking spaces along the alignment in the Mid-Corridor, 512 spaces would be removed. The availability of street parking on surrounding streets would help to partially offset the loss.

At stations without parking facilities spillover parking on neighboring residential streets could occur.

Mitigation:

Year 2020 parking demand at the Venice/Robertson Station, La Cienega Station, and Crenshaw Station parking facilities will be reevaluated after opening day of the Project based on the status and operation characteristics of the Mid-City/Exposition LRT taking into account bus feeder service and the potential extension of the line to Santa Monica.

Reference:	FEIS/EIR, Page 3.3-11 through 3.3-12.
Implementation Responsibility:	To be monitored by Metro during operations.
Reporting Responsibility:	Bruce Shelburne
Status:	No activity to report for this quarter.
Future Action:	To be monitored by Metro during operations.

3.3 LAND USE/ NEIGHBORHOOD (LU)

Measure LU3 was removed from the project, as it related to an alternative or design option that is no longer part of the project.

Mitigation Measure LU1

Impact:

The proposed Project would be consistent with all applicable land use plans, policies, regulations, and general plans of agencies having jurisdiction over the Project.

The proposed parking structure and transit center located next to the La Cienega Station at Jefferson and La Cienega Boulevards would be located on the same site as a proposed city air treatment facility, resulting in a land use incompatibility.

Mitigation:

Station area design guidelines will be prepared prior to construction phase of the Project to accommodate the Air Treatment Facility within or adjacent to the La Cienega Station Parking Facility and Transit Center.

Reference:	FEIS/EIR pages 4.1-19.
Implementation Responsibility:	To be addressed by the Expo Authority during design.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Prepared right-of-way certification and submitted request to City of Los Angeles for use of property.**
Future Action:	**Continue coordinating rights for use of property with City of Los Angeles.**

Mitigation Measure LU2

Impact:

The proposed Project would be consistent with all applicable land use plans, policies, regulations, and general plans of agencies having jurisdiction over the Project.

The proposed parking structure and transit center located next to the La Cienega Station at Jefferson and La Cienega Boulevards would be located on the same site as a proposed City air treatment facility, resulting in a land use incompatibility.

Mitigation:

Architectural feasibility studies and programming will be conducted prior to construction phase of the Project to accommodate the parking facility, transit center and other transit oriented uses with existing plans for the air treatment facility at the same site location. Architectural programming and feasibility studies should provide screening and/or use separation between the air treatment facility and transit oriented uses, so that these measures are implemented during Final Design. The study must demonstrate that the parking facility would be oriented to clarify possible way in which the adjacent air treatment facility, parking facility, transit center and other transit-oriented uses can co-exist and be compatible with the surrounding neighborhood.

Reference:	FEIS/EIR pages 4.1-19.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor before construction at this area.
Reporting Responsibility:	Rachel Vandenberg
Status:	Design-Build contract documents have been issued to include requirements for layout of La Cienega parking structure to share the same site as the proposed Air Treatment Facility (ATF). Conceptual parking structure designs and renderings have been prepared. Meetings were held with the City of Los Angeles Bureau of Sanitation to discuss interrelationship of transit-oriented and ATF uses.
Future Action:	This mitigation measure has been completed. No further action is required.

Mitigation Measure LU4

Impact:

There would be no conflicts with local land use plans or surrounding land uses with implementation of the following mitigation measure:

Mitigation:

If the ROW Station option is selected for the interim western terminus, station area design guidelines will be prepared prior to construction phase of the project. Metro and Culver City will coordinate guidelines to integrate the station as an interim station within Culver City's transit oriented development process. These guidelines would be compatible to city land use plans.

Reference:	FEIS/EIR pages 4.1-19.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority before construction at this area.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter; awaiting City of Culver City Specific Plan.**
Future Action:	Upon receipt of Culver City's Specific Plan, incorporate these plans as appropriate into interim ROW Station designs.

Mitigation Measure LU5

Impact:

There would be no conflicts with local land use plans or surrounding land uses with implementation of the following mitigation measure:

Mitigation:

If the Aerial Station option is selected for the interim western terminus, Metro will coordinate with Culver City regarding station area planning to ensure land use compatibility prior to construction of the Project.

Reference:	FEIS/EIR pages 4.1-19.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority before construction at this area.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Presented initial concepts for Aerial Station option to City of Culver City. Continued coordination with City and its development plan for the surrounding site.**
Future Action:	Continued development of Aerial Station option and coordination with Culver City.

3.4 LAND ACQUISITION, DISPLACEMENT AND RELOCATION (LADR)

Mitigation Measure LADR1

Impact:

Termination of 89 Metro leases and all beautification licenses (within the Metro ROW). Acquisition of property, in full or part, along the Exposition ROW and outside the alignment would be required.

Mitigation:

The potential effects of property acquisition and the displacement of persons and business will be substantially alleviated through compliance with applicable federal and state laws governing relocation assistance and property acquisition procedures.

Reference:	FEIS/EIR pages 4.2-32.
Implementation Responsibility:	To be addressed by Metro before final design.
Reporting Responsibility:	Velma Marshall
Status:	**To date, a total of 48 leases have been terminated (29 Post Acquisition leases and 19 Pre Acquisition leases).** One (1) parcel was acquired for a Traction Power Substation. **Six (6)** offers are pending acceptance by the owners or completion of a revised appraisal. **Two (2) parcels were** decertified as no longer required for the Project; Order of Possession **for one (1) parcel was** withdrawn and funds returned to Project.
Future Action:	Additional lease termination notices will be issued for parcels required by the contractor. Negotiations will continue with owners of properties with offers pending.

Mitigation Measure LADR2

Impact:

Acquisition of property, in full or part, along the Exposition ROW and outside the alignment would be required. Four of the parcels may not be required if the City of Los Angeles determines that 3rd Avenue may be closed without constructing a cul-de-sac.

Mitigation:

Metro will coordinate with the City of Los Angeles during final design of the Mid-City/Exposition LRT Project to assess the feasibility of closing 3rd Avenue without creating a cul-de-sac, thereby eliminating the need to acquire portions of private property.

Reference:	FEIS/EIR pages 4.2-32.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	Meetings and discussions were held with the City of Los Angeles Department of Transportation and Fire Department to discuss elimination of cul-de-sac knuckle configuration without adversely affecting turning of emergency vehicles. The existing street width was evaluated using turning-radius templates to evaluate the ability for vehicles, including fire trucks, to turn around without a cul-de-sac. Results of this analysis, along with input from the City of Los Angeles, indicate that a cul-de-sac knuckle is indeed required. Property certifications for required parcel acquisitions were completed and acquisitions are in progress.
Future Action:	This mitigation measure has been completed. No further monitoring is required.

Mitigation Measure LADR3

Impact:

Easements may be required from the City of Culver City for sidewalk construction.

Mitigation:

Coordinate with the City of Culver City during Final Design to establish the easement dedication and sidewalk construction process.

Reference:	FEIS/EIR pages 4.2-32.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority and Design Build Contractor during final design and construction.
Reporting Responsibility	Rachel Vandenberg
Status:	**Prepared documentation to define property needed for inclusion by Culver City in its Specific Plan. Culver City has agreed to take lead on obtaining sidewalk easement to accommodate pedestrian/bicycle way.**
Future Action:	**Review City of Culver City Specific Plan for consistency with this measure. Review Design Build Contractor design submittals for consistency with this measure.**

3.5 VISUAL QUALITY (V)

Mitigation Measure V1

Impact:

Landscaping in existing Exposition Boulevard median would be removed.

Mitigation:

Wherever feasible (as determined by a qualified arborist), specimen trees within the existing median will be relocated to be incorporated into the landscape plan or along adjacent sidewalks where space permits as part of the implementation of guidelines for the Landscape Element of the Exposition Transit Parkway. Landscape guidelines will be prepared before the construction phase of the Project.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Tree cataloging procedure is currently underway.**
Future Action:	**Results of tree cataloging will be documented in a "Tree Relocation and Removal Plan," which will be reviewed for consistency with this measure.**

Mitigation Measure V2

Impact:

Landscaping in existing Exposition Boulevard median would be removed.

Mitigation:

An embedded trackway enhanced with decorative surfaces will be included as part of the ROW landscaping of the LRT alignment adjacent to Exposition Park.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	Review urban design and landscaping concepts prepared by Design Build Contractor for consistency with mitigation measure.

Mitigation Measure V3

Impact:

New sources of light and glare would be introduced adjacent to station areas and parking areas, and glare from embedded track surfaces in the ROW would occur.

Mitigation:

All lighting at the park-and-ride lots and station locations will utilize Best Available Technology to reduce spillover to adjacent land uses. In addition, all lighting at park-and-ride lots and station locations will be directed away from adjacent residences and landscaping, fences, or other measures to shield adjacent residences from light and glare produced by light standards and vehicle headlights as part of the design development and implementation of the integrated corridor feature sub-element.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Lighting designs by Design Build Contractor are ongoing.**
Future Action:	Review design concepts prepared by Design Build Contractor for consistency with mitigation measure.

Mitigation Measure V4

Impact:

Scenic vistas at various points along the Exposition Corridor would be altered. New visual elements would be added to the project area, including the overhead wire system, transit vehicles, bridge and parking structures, and sound and retaining walls.

Mitigation:

All walls, structures and fences will be properly screened or incorporate design features to improve appearance and reduce visual intrusion. Feature improvements, at minimum, would include choice of materials, Lead Artist design input and placement as part of the implementation of all sub-elements of landscaping, art, and other Transit Parkway improvements.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	Continue discussions with Authority, Metro Customer Environmental and Design Committee (CED), the Lead Artist, and the Urban Design Committee to inform all decisions regarding the aesthetics of the project.

Mitigation Measure V5

Impact:

Scenic vistas at various points along the Exposition Corridor would be altered. New visual elements would be added to the project area, including the overhead wire system, transit vehicles, bridge and parking structures, and sound and retaining walls.

Mitigation:

Per Metro Art policy and in accordance with FTA Circular 9400.1A, a public art budget will be established for the incorporation of public art within the Project. The budget will include design, fabrication and installation of Station Artist elements and Lead Artist design fees. Implementation of the Lead Artist's designs will be included in the Project's construction base budget.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority during design and construction.
Reporting Responsibility:	Samantha Bricker, **Maya Emsden**
Status:	**Artwork areas are beginning to be incorporated into the 60% drawings; detailed design review process in progress; fabrication materials tested; six Arts Advisory Group meetings held, draft community profiles assembled.**
Future Action:	**Detailed design review process of 85% drawings to ensure appropriate incorporation of artwork into contract documents; fabrication materials to be finalized; Arts Advisory Groups to complete their community profiles with input from Urban Design Committee.**

Mitigation Measure V6

Impact:

Visual character would be altered in the western portion of the segment near Exposition Park.

Mitigation:

To reduce visual impacts in the segment between Figueroa Avenue and Vermont Avenue, median landscaping will be replaced and LRT Project elements will be designed as part of the Exposition Transit Parkway with Lead Artist and community input. Project elements will be defined to include lighting, public art, pedestrian access, etc. Visual barriers in this segment such as fencing and walkways will be discouraged.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Based on ongoing coordination with USC, Expo Park, and the City of Los Angeles, visual barriers such as fencing in this area are discouraged and will at most be considered temporarily during events generating large crowds.**
Future Action:	Coordination with USC and Expo Park will be ongoing throughout design and construction.

Mitigation Measure V7

Impact:

The introduction of new visual elements, spillover light and glare, and privacy impacts to nearby residents in the Mid-Corridor segment could be significant.

Mitigation:

To reduce impact in the Mid-Corridor segment, landscaping, trees and public art and other elements of the Exposition Transit Parkway included in the median ROW will be designed with Lead Artist and community input. Landscaping would be provided where feasible, to shield the LRT alignment against privacy impacts in residential areas.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Incorporation of landscaping and public art into design is ongoing by Design Build Contractor.**
Future Action:	Will continue to be addressed during design and construction.

Mitigation Measure V8

Impact:

The introduction of new visual elements, spillover light and glare, and privacy impacts in residential areas could be significant.

Mitigation:

Noise walls and landscape screening will be designed with Design/Builder and Lead Artist input. Landscaping, where feasible, will shield the LRT alignment against privacy impacts in residential areas.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**The results of working sessions with Urban Design Committee have been incorporated into the design progress drawings by the Design Build Contractor.**
Future Action:	Will continue to be addressed during design and construction.

Mitigation Measure V9

Impact:

Crenshaw station platforms would be a new visual element near West Angeles Cathedral.

Mitigation:

Crenshaw station area design guidelines will be prepared before the construction phase of the Project to maintain views and the visual importance of the West Angeles Cathedral.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority prior to construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Colored schematics to illustrate proposed design guidelines have been presented to and accepted by the Urban Design Committee.**
Future Action:	Review upcoming design submittals by Design Builder to confirm implementation of established guidelines.

Mitigation Measure V10

Impact:

The massing and profile of the La Brea station could affect existing views of the Baldwin Hills.

Mitigation:

La Brea station area design guidelines will be prepared before the construction phase of the Project to reduce the massing and profile of the elevated structure, and to maintain existing views, where possible, to Baldwin Hills.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority prior to construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Colored schematics illustrating the proposed design have been presented to and have been accepted by the Urban Design Committee, Metro CED, and the general public. The massing and profile of the elevated structure has been developed to maintain existing views where possible.**
Future Action:	**Review upcoming design submittals by Design Builder to confirm implementation of established guidelines.**

Mitigation Measure V11

Impact:

The massing and profile of the La Cienega station could affect existing views of the Baldwin Hills.

Mitigation:

La Cienega station area and parking structure design guidelines will be prepared before the construction phase of the Project with community input. These guidelines will include consideration of north-south vistas to Baldwin Hills as part of the station and parking structure design. Massing studies along with sun and shadow studies of the building envelope of the parking structure will be prepared. These studies should inform design guidelines to reduce shadow and privacy impacts.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority prior to construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Designs and renderings of the La Cienega station have been prepared by the Design Build Contractor and presented to the Urban Design Committee for concurrence. Colored schematics illustrating the proposed design have been presented to and have been accepted by the Urban Design Committee, Metro CED, and the general public. The massing and profile of the elevated structure has been developed to maintain existing views where possible.**
Future Action:	**Review and monitor final designs developed by Design Builder for consistency with this measure.**

Mitigation Measure V12

Impact:

The massing and profile of the Jefferson Boulevard Bridge could affect existing views of the Baldwin Hills.

Mitigation:

Design guidelines for the Jefferson Boulevard Bridge will be prepared with community input. These guidelines will include consideration of north-south vistas to Baldwin Hills as part of the bridge design.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority prior to final design.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	**Verify that designs implemented for Jefferson Boulevard Bridge will minimize depth for the height of the bridge girders.**

Mitigation Measure V13

Impact:

The design of the Jefferson Boulevard Bridge could affect existing views to Syd Kronenthal Park.

Mitigation:

Bridge design for the Jefferson Boulevard Bridge will be integrated into the Exposition Transit Parkway concept to maintain views, where possible to Syd Kronenthal Park.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Design concepts developed for this structure minimize structure depth and therefore views are maintained to the greatest extent possible. The approach to the bridge on the west side of Ballona Creek utilizes a slope that equally weighs ridership comfort and views.**
Future Action:	Verify that designs implemented for Jefferson Boulevard Bridge will minimize depth for the height of the bridge girders.

Mitigation Measure V14

Impact:

The project could result in visual impacts to the Baldwin Vista Neighborhood.

Mitigation:

An opaque wall will be provided in back of the landscaping facing the Baldwin Vista Neighborhood and south of the alignment.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Limits of opaque wall are under development.**
Future Action:	**Final length of the opaque wall will be developed during 85% design. Review designs prepared by Design Build Contractor for consistency with mitigation measure.**

Mitigation Measure V15

Impact:

Visual effects of all components of the project need to be mitigated in an integrated fashion to avoid impacts.

Mitigation:

The LRT alignment, bike path and landscaping will be designed as an integral part of the Exposition Transit Parkway. Landscape features and the grading of the existing ROW will provide screening of the LRT alignment from residential areas. A double row of trees will be placed along the bike path in Culver City between Ballona Creek and National Boulevard to provide an additional buffer between the LRT alignment on the ROW and residential areas. A landscape plan, lighting plan and the design of screening features will be coordinated with the community and Lead Artist input during Final Design.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Landscaping concepts previously developed are being integrated into Design Builder design documents.**
Future Action:	**Precise configuration of the bike path west of Ballona Creek will be conducted in close coordination with representatives of the City of Culver City and representatives of local stakeholders.**

Mitigation Measure V16

Impact:

The LRT trackway could create visual impacts between Faye Avenue and Wesley Street.

Mitigation:

A graded parkway will be constructed to buffer the LRT trackway between Faye Avenue and Wesley Street.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Coordination with representatives from the City of Culver City is ongoing.**
Future Action:	Continue development of transit parkway designs. Review by Authority of design documents prepared by Design Build Contractor for consistency with this mitigation measure.

Mitigation Measure V17

Impact:

Embedded track surfaces could be a source of glare.

Mitigation:

To reduce impact from reflected glare from embedded track surfaces, landscaping will be provided, where feasible, along the sides of the ROW median, outside of the LRT dynamic envelope.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Design development to incorporate landscaping to the extent possible is ongoing.**
Future Action:	Continue development of transit parkway designs. Review by Authority of design documents prepared by Design Build Contractor for consistency with this mitigation measure.

Mitigation Measure V18

Impact:

The Jefferson Boulevard widening could result in visual impacts.

Mitigation:

For the Jefferson Boulevard widening to the north at the La Cienega grade separation, Metro will landscape, as needed, any portion of the land acquired to accommodate the grade separation, necessary street widening and parking that would be left vacant.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	The parcel at northwest corner of La Cienega/Jefferson is no longer being acquired by Metro, which makes this mitigation measure no longer necessary.
Future Action:	This mitigation measure no longer applies and does not need to be monitored further.

Mitigation Measure V19

Impact:

The ROW and Aerial stations could result in visual impacts.

Mitigation:

Develop design guidelines in coordination with Culver City's station area planning process to ensure that visual impacts due to location of the ROW and Aerial stations are minimized.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority before construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Ongoing discussions are being conducted with City of Culver City to review design of ROW Station as it develops. Awaiting release of Culver City's Specific Plan.**
Future Action:	Review of color station area schematics, which are to be prepared by Design Build Contractor, for consistency with this mitigation measure.

Mitigation Measure V20

Impact:

The Aerial Station could result in visual impacts.

Mitigation:

If the Aerial Station option is selected for the interim western terminus station, Metro shall develop design guidelines in coordination with Culver City's station area planning process before Final Design to ensure that visual impacts are minimized. These guidelines shall also consider the incorporation of vistas or view corridors for the station to Downtown Culver City.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority before construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter. Awaiting release of Culver City's Specific Plan.**
Future Action:	Continued development of Aerial Station option and coordination with Culver City.

Mitigation Measure V21

Impact:

Design of the Project components could create conflicts if coordination and oversight is not included as part of the planning and design process.

Mitigation:

A Mid-City/Exposition LRT Customer Environment and Design Committee will be established by Metro and will contain representatives from the following Metro departments:

a. Construction
b. Operations
c. Planning
d. Communications

The Committee will serve as a review board to ensure that the final designs adhere to the Metro Design Criteria and are consistent with overall agency goals and the guiding criteria for the Exposition LRT Gateway and Neighborhood Station Design.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority during design and construction.
Reporting Responsibility:	Tony Loui
Status:	**The committee has performed design reviews at 60% for Segments A and B and 30% for Segment C of the Project.**
Future Action:	**The committee will continue to meet to review additional 60% and 85% design review submittals of all segments of the Project, attend design presentations organized by Expo, and assist in monitoring mitigation measures called for in the Project, consistent with the committee's mission.**

Mitigation Measure V22

Impact:

The safety wall of the USC/Exposition Park Station platforms could restrict views.

Mitigation:

Where feasible, openings will be provided along the safety wall of the USC/Exposition Park Station's platforms to allow for views through the station.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Openings in the safety wall along the length of the station platform are not likely to be feasible. The Design Build Contractor has coordinated with the adjacent stakeholders and developed a design that minimizes the height of the safety wall and maximizes views to the greatest extent possible. Stakeholders in the area are satisfied with the proposed solution. This proposed solution would only be implemented should funding for the currently optional Trousdale Station become available.**
Future Action:	Future monitoring will occur should this optional station be included in the project.

Mitigation Measure V23

Impact:

Construction of TPSS sites could result in visual impacts.

Mitigation:

TPSS sites will be screened with landscaping (to cover necessary fencing) in retail and residential areas.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**TPSS sites at a minimum will have 6' wire mesh fencing and appropriate landscape screening where property size and required setbacks allow.**
Future Action:	Review design concepts prepared by Design Build Contractor for consistency with this mitigation measure.

Mitigation Measure V24

Impact:

During construction, tall palm trees currently lining Flower Street, between Washington Boulevard and the I-110 freeway, would have to be removed.

Mitigation:

Conduct an urban design study with the City of Los Angeles before Final Design to develop design guidelines for tree location and replacement. Community input will be included as part of the study. Guidelines for tree replacement consistent with City requirements will be established.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority and the City of Los Angeles before final design.
Reporting Responsibility:	Rachel Vandenberg
Status:	**A Tree Processing Procedure has been developed for use by the Design Builder in cataloging trees. Tagging of trees following that procedure is currently ongoing. This Tree Processing Procedure is consistent with City requirements and Municipal Code Section 46.00.**
Future Action:	**Obtain City of Los Angeles approval for relocation or removal of trees as appropriate.**

Mitigation Measure V25

Impact:

Sound barriers could result in visual impacts to adjacent residential areas.

Mitigation:

The sound barrier should be located adjacent to the LRT guideway and south of the Class I bike path along the at-grade segment from Fay Avenue to Wesley Street. Landscape screening will be provided where feasible, between the bike path and the sound barrier to provide visual screening to residential areas north of the Exposition right-of-way in this segment.

Reference:	FEIS/EIR, pages 4.4-47 through 4.4-49.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Revised configurations for the Bike path within the City of Culver City are currently being developed. This change was presented and endorsed by representatives from the City of Culver City. Landscape screening where feasible has been integrated into the design to provide visual screening for residential areas north of the alignment.**
Future Action:	This change will be presented in upcoming coordination meetings with representatives from Culver City, the Urban Design Committee and the community at-large and will be documented in the 60% submittal drawings.

3.6 NOISE AND VIBRATION (NV)

Mitigation Measure NV1

Impact:

Before mitigation, the proposed Project would result in moderate noise impacts at 66 residences and severe noise impacts at 49 residences. Sound walls would eliminate all severe impacts, but 10 residences would remain moderately affected. No impacts to non-residential noise-sensitive uses. The residual impacts would be fully eliminated with mitigation for audible warning device noise.

Mitigation:

Sound walls will be constructed approximately eight feet from the near track centerline. They will be constructed at the following locations and according to the specified height:

a. Between Van Ness Avenue to Arlington Avenue, on the south side of the ROW, at a height of eight feet;
b. Between 2nd Avenue and 7th Avenue, on the south side of the ROW, at a height of eight feet;
c. Between 7th Avenue and 9th Avenue, on the south side of the ROW, at a height of eight feet;
d. Between Somerset Drive to Buckingham Road, on the south side of the ROW, at a height of six feet;
e. Between Buckingham Road and Farmdale Avenue, on the south side of the ROW, at a height of six feet;
f. Between La Brea Avenue to 600 feet east of Hauser Boulevard, on the south side of the ROW, at a height of six feet for at-grade sound wall and four feet for the wall along the elevated structure; and
g. Between Fay Avenue to Wesley Street, on the north side of the ROW, at a height of six feet.

All of the sound walls will incorporate landscape screening or public art features to enhance their appearance and reduce visual intrusion. Specific heights and lengths may be modified slightly as the design process progresses, but will comply with all federal and state noise regulations.

Reference:	FEIS/EIR, pages 4.6-32 through 4.6-34.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and the Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Noise analysis is being conducted to determine specific locations and heights.**
Future Action:	**Review final Sound and Vibration Mitigation Report prepared by Design Build Contractor to determine precise location and height of required soundwalls, which will be reflected in the final design.**

Mitigation Measure NV2

Impact:

Before mitigation, the proposed Project would result in moderate noise impacts at 66 residences and severe noise impacts at 49 residences. Sound walls would eliminate all severe impacts, but 10 residences would remain moderately affected. No impacts to non-residential noise-sensitive uses. The residual impacts would be fully eliminated with mitigation for audible warning device noise.

Mitigation:

A combination of the following source, path and receiver options will be employed to augment reduction of noise from Mid-City/Exposition LRT operations where necessary to comply with federal and state noise regulations. These methods will be employed where sound walls alone would not fully attenuate LRT noise levels to federal and state noise regulations. The following methods will be employed:

a. Sound Absorption Treatment;
b. Sound Insulation;
c. Relocation of turnouts (switches) to minimize proximately to residence or other sensitive receptors;
d. Spring-Rail Frogs will be used where turnouts cannot be relocated to avoid residences or sensitive receptors; and
e. Increased wheel and rail maintenance only when all other methods fail as it is a reoccurring operational expense.

Reference:	FEIS/EIR, pages 4.6-32 through 4.6-34.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	Continue detailed noise impact analysis to design effective sound walls required to attenuate operational noise levels at affected residential structures. Refine sound wall heights and locations.

Mitigation Measure NV3

Impact:

Audible warning signal noise (bells) is projected to generate five new impacts and increase the severity of light rail vehicle noise impacts, from moderate to severe, at 15 sensitive receptors.

Mitigation:

The following options to control noise from audible warnings at grade crossings will be employed at the following locations along the ROW:

a. Arlington Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet and the same sound barrier prescribed in NV1 will be constructed;
b. 7th Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet, the sound barrier prescribed in NV1 will be constructed, the noise walls will extend south for approximately 50 to 100 feet on both the east and the west side of 7 Avenue at a height of eight feet; or if extending the noise wall is infeasible, then sound insulation at affected residences will be put in place;
c. 9th Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet and the same sound barrier prescribed in NV will be constructed;
d. Buckingham Road: Crossing bell noise will be reduced to 64 dBA at 50 feet and the sound barrier prescribed in NV1 will be constructed, and sound insulation at affected residences near Buckingham Road will be put in place.
e. Farmdale Avenue: Crossing bell noise will be reduced 64 dBA at 50 feet, the sound barrier prescribed in NV1 constructed, and sound insulation at affected residences near Farmdale Avenue will be put in place.

Reference:	FEIS/EIR, pages 4.6-32 through 4.6-34.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No change this period with respect to the mitigation on audible warning devices. Sound barrier prescribed in NV1 has taken into account crossing bell noise.**
Future Action:	Continue working on noise impact analysis and mitigation recommendations.

Mitigation Measure NV4

Impact:

Crossover noise would result in three new impacts and increase the severity of previously identified noise impacts at Stations 213, 311, 413 and 486.

Mitigation:

The crossover at Station 311 will be relocated to between Stations 319 and 337. The crossover at Station 413 will be relocated to a location between Stations 425 and 450 and between Stations 383 and 385.

Reference:	FEIS/EIR, pages 4.6-32 through 4.6-34.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	**Verify consistency with this measure for any future adjustment to the crossover locations.**

Mitigation Measure NV5

Impact:

Crossover noise would result in three new impacts and increase the severity of previously identified noise impacts at Stations 213, 311, 413 and 486.

Mitigation:

A spring-rail or moveable frog will be used at the Station 213 crossover.

Reference:	FEIS/EIR, pages 4.6-32 through 4.6-34.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Design Build Contractor is completing development of technical specifications for special trackwork, which includes the use of spring frogs for the crossover at this location.**
Future Action:	Verify that the special trackwork procurement bid documents include spring frogs for this location.

Mitigation Measure NV6

Impact:

Crossover noise would result in three new impacts and increase the severity of previously identified noise impacts at Stations 213, 311, 413, and 486.

Mitigation:

A spring rail frog will be used at one of the following locations depending on the Venice/Robertson Design selected:

a. Station 489 for the LPA or the Aerial Station Option;
b. Station 486 for the ROW Option or the North of ROW Option A;
c. Station 482 for North of ROW Option B; and
d. Station 484 for North of ROW Option C.

Reference:	FEIS/EIR, pages 4.6-32 through 4.6-34.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Design Build Contractor is completing development of technical specifications for special trackwork, which includes the use of spring frogs for the crossover at this location.**
Future Action:	Verify that the special trackwork procurement bid documents include moveable point frogs for this location.

Mitigation Measure NV7

Impact:

Without mitigation, ground-borne vibration impacts are projected at 150 single-family residences and 23 multi-family buildings.

Mitigation:

All vibration mitigation will be designed to a performance specification that will reduce vibration levels at all impacted residential locations to below the FTA vibration criterion. The types of mitigation measures listed above provide examples of potential mitigation measures that might be used to meet the performance specification. As shown above in Table 4.6-14, vibration mitigation will be recommended at vibration-sensitive receptors along 7,300 feet of the corridor.

Methods to mitigate vibration impacts may include the following:

a. Ballast Mats
b. Resilient Fasteners
c. Resiliently Supported Ties
d. Tire Shred or Recycled Rubber Chip Underlay
e. Floating Slabs
f. Relocation of Crossovers or Special Trackwork

Reference:	FEIS/EIR, pages 4.6-32 through 4.6-34.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	Design Build Contractor will conduct more detailed analysis of the type and intensity of the vibration impacts so that a selection of the particular mitigation method can be made.

Mitigation Measure NV8

Impact:

Without mitigation, ground-borne vibration impacts are projected at 150 single-family residences and 23 multi-family buildings.

Mitigation:

A detailed, site specific noise impact assessment for the sound studio at 3431 Wesley Street will be performed. The assessment will be performed in accordance with FTA ground-borne noise and vibration impact criteria to measure site-specific impacts from LRT vehicles. Any necessary actions recommended by the assessment to attenuate vibration impacts to the studio will be undertaken by Metro.

Reference:	FEIS/EIR, pages 4.6-32 through 4.6-34.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor before construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	Findings from the site visit at 3431 Wesley and detailed analysis of the requirements in the EIR will inform the preparation of detailed designs to be incorporated into the submittal drawings.

3.7 GEOLOGY, SOILS, AND SEISMICITY (GS)

Mitigation Measure GS1

Impact:

The grade separations at La Brea and La Cienega would be built on or adjacent to potentially active faults, in a potential liquefaction area, and on moderately expansive soils.

Mitigation:

A geotechnical study for each affected transit structure proposed at La Brea Avenue and La Cienega Boulevard will be required. This technical study will identify design requirements for structures and foundations, which will maintain structural integrity under design earthquake conditions.

Reference:	FEIS/EIR, pages 4.7-9 through 4.7-10.
Implementation Responsibility:	To be addressed by the Design Build Contractor during design.
Reporting Responsibility:	Rachel Vandenberg
Status:	**The findings of the Geotechnical Report are being incorporated into the structural design.**
Future Action:	**Review and verify incorporation of geotechnical engineering recommendations.**

Mitigation Measure GS2

Impact:

The undercrossing in the Flower Street Design Option would be constructed in a potential liquefaction zone.

Mitigation:

A geotechnical study for each affected transit structure along the proposed Flower Street Eastside design option will be required. This technical study will identify design requirements for structures and foundations, which will maintain structural integrity of the undercrossing's design in earthquake conditions.

Reference:	FEIS/EIR, pages 4.7-9 through 4.7-10.
Implementation Responsibility:	To be addressed by the Design Build Contractor during design.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Geotechnical engineering design recommendations are being incorporated into the Design.**
Future Action	**Review and verify incorporation of geotechnical engineering recommendations.**

EXPOSURE TO HAZARDOUS SUBSTANCES (H)

Measure H6 was removed from the project, as it was related to alternatives or design options that are no longer part of the project.

Mitigation Measure H1

Impact:

The Project has potential to encounter hazardous material during grading or excavation.

Mitigation:

Government agency records for database sites, such as adjacent leaking USTs that appear to have the potential to impact the project will be reviewed for site-specific information. Within areas experiencing ground disturbances during construction, any site containing contaminated soil from previously or currently leaking UST that could affect or be affected by the proposed project will be remediate according to State law. Contaminated soil will be transported to an approved disposal site.

Reference:	FEIS/EIR, pages 4.8-5 through 4.8-6.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor during construction.
Reporting Responsibility:	Cris Liban
Status:	**No activity to report for this quarter.**
Future Action	Although preliminary conclusions are that the potential is low that significant UST-related contamination will be encountered, continue to monitor site during construction to be on the lookout for undetected UST-related contamination.

Mitigation Measure H2

Impact:

The Project has potential to encounter hazardous material during grading or excavation.

Mitigation:

The future geotechnical investigation scope of work will be expanded to include walking observation of the surface soil within areas of the project ROW where there is the appearance of illegal dumping. Borings will be taken at locations that are determined by close-up observations or as a result of the database search to be an environmental concern. Geotechnical soil sampling should include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID).

Soil samples that are suspected of contamination based on field observations and PID readings will be analyzed for suspected chemicals by a certified laboratory. If a site is found to contain contaminated soil it will be removed, transported to an approved disposal location, and remediated according to State law.

Reference:	FEIS/EIR, pages 4.8-5 through 4.8-6.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor before final design.
Reporting Responsibility:	Cris Liban
Status:	**No activity to report for this quarter.**
Future Action:	There is at least one location (1901 Rodeo Rd.) that has been identified to have volatile organic hydrocarbon contamination. Contractor will address issues related to this location in a separate investigation.

Mitigation Measure H3

Impact:

The Project has potential to encounter hazardous material during grading or excavation.

Mitigation:

The patch of oil-stained soil with chemical odor observed on the southwest corner of the intersection of Exposition Boulevard and 11th Avenue will be sampled and analyzed for petroleum hydrocarbons with carbon chain definition, PCBs, metals, and volatile organic compounds. If contaminated soil is found, the soil will be removed, transported to an approved disposal location and the site remediated according to State law.

Reference:	FEIS/EIR, pages 4.8-5 through 4.8-6.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor before final design.
Reporting Responsibility:	Cris Liban
Status:	**Based on work completed during the Phase II environmental investigation, some lead was detected in this specific location. Soil stockpile sampled in this location is also contaminated with heavy metals. Metro/Expo has discussed the issue with the Department of Toxic Substances Control (DTSC). Soil disposition will be addressed in a soils handling plan being developed by the Contractor.**
Future Action:	**Contractor will complete soils handling plan and will address disposition of soils during construction per the protocols to be outlined in the plan.**

Mitigation Measure H4

Impact:

The Project has potential to encounter hazardous material during grading or excavation.

Mitigation:

The appropriate jurisdictional agency will be notified of soil stockpiles observed adjacent to the ROW in the vicinity of 9th Avenue to 11th Avenue intersections. The owner of this property will be notified to remove this material to an approved disposal location.

Reference:	FEIS/EIR, pages 4.8-5 through 4.8-6.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority before construction.
Reporting Responsibility:	Cris Liban
Status:	**Based on completed Phase II environmental investigation, the stockpiles at this location have been identified as a concern. Soil disposition will be addressed in a soils handling plan being developed by the Contractor.**
Future Action	**Contractor will handle soils accordingly during construction per protocols to be outlined in their soils handling plan. Monitoring will continue to determine the presence of any additional soil contamination within and underneath the stockpiled soil.**

Mitigation Measure H5

Impact:

The Project has potential to encounter hazardous material during grading or excavation.

Mitigation:

Additional soil sampling and testing will be conducted in the area of the La Cienega and La Brea Boulevards grade separations to confirm the lack of contaminated materials. In the event that the Eastside Flower Street Design Option is adopted, soil sampling and testing will be conducted in the area of the proposed undercrossing to confirm the lack of contaminated materials. If contaminated soil is discovered, it will be removed, transported to an approved disposal location, and remediated according to State law.

Reference:	FEIS/EIR, pages 4.8-5 through 4.8-6.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor before construction.
Reporting Responsibility:	Cris Liban
Status:	**Environmental investigation has been completed. Data analysis complete. Schedule has been modified to reflect hazardous and contaminated soil removal actions. Most of the contamination appears to be related to heavy metals. Consultative/oversight agreement with DTSC has been finalized. Contractor is currently developing a soils handling plan to address the disposition of contaminated soils during construction.**
Future Action:	**Contractor will complete soils handling plan and will address disposition of soils during construction per the protocols to be outlined in the plan.**

Mitigation Measure H7

Impact:

The Project has potential to encounter hazardous material during grading or excavation.

Mitigation:

A Phase II assessment will be conducted for the Exposition ROW to determine the extent, if any, of soil contamination by lead arsenate. Metro will implement recommendations of the Phase II based on the study's results and remove contaminated soil wherever necessary. This testing will include the site selected for the Venice/Robertson Station.

Reference:	FEIS/EIR, pages 4.8-5 through 4.8-6.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and the Design Build Contractor before construction.
Reporting Responsibility:	Cris Liban
Status:	**Environmental investigation has been completed. Data analysis complete. Schedule has been modified to reflect hazardous and contaminated soil removal actions. Most of the contamination appears to be related to heavy metals. Consultative/oversight agreement with DTSC has been finalized. Contractor is currently developing a soils handling plan to address the disposition of contaminated soils during construction.**
Future Action	**Contractor will complete soils handling plan and will address disposition of soils during construction per the protocols to be outlined in the plan.**

3.9 WATER RESOURCES (WR)

Mitigation Measure WR1

Impact:

The Project would result in limited grading and slight increase in the amount of impermeable surface.

Mitigation:

A drainage plan will be developed and implemented to ensure that the Mid-City/Exposition LRT is engineered so that no new source of direct water resulting from flooding is created that would affect nearby properties. Metro will secure all necessary Federal and local permits prior to bridge construction over Ballona Creek.

Reference:	FEIS/EIR, pages 4.9-9.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and the Design Build Contractor before construction.
Reporting Responsibility:	Cris Liban
Status:	**No activity to report this quarter.**
Future Action	Continue monitoring the design to ensure that BMPs are implemented appropriately for reducing the amount and improve quality of runoff.

Mitigation Measure WR2

Impact:

Construction of new surface parking facilities could contribute to additional surface runoff.

Mitigation:

To reduce surface runoff, all new surface-parking facilities within the Exposition ROW will include permeable surfaces.

Reference:	FEIS/EIR, pages 4.9-9.
Implementation Responsibility:	To be addressed by Design Build Contractor before final design.
Reporting Responsibility:	Chris Liban
Status:	Design is being developed that will implement BMPs to reduce the amount and improve quality of stormwater runoff.
Future Action	Continue monitoring the design to ensure that BMPs are implemented appropriately for reducing the amount and improve quality of runoff.

3.10 BIOLOGICAL RESOURCES (BR)

Mitigation Measure BR1

Impact:

The Project has potential to affect nesting raptors in the breeding season due to removal of trees.

Mitigation:

A biological survey will be conducted to look for raptor species. If raptor species are found on Metro property, the construction schedule will be modified so as not to disturb birds during breeding season.

Reference:	FEIS/EIR, page 4.10-5.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority and Design Build Contractor before construction.
Reporting Responsibility:	Carl Ripaldi
Status:	**No activity to report for this quarter.**
Future Action:	Will continue to monitor and report as appropriate.

Mitigation Measure BR2

Impact:

The Project could result in adverse impacts to biota in the concrete-lined portion of Ballona Creek.

Mitigation:

Metro must give official notification of the project to the California Department of Fish and Game so that they may determine whether the portion of the LRT crossing Ballona Creek requires further mitigation.

Reference:	FEIS/EIR, page 4.10-5.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority during design and construction.
Reporting Responsibility:	Carl Ripaldi
Status:	The California Department of Fish and Game (CDFG) received a copy of the FEIS/FEIR in October 2005. CDFG will be contacted again when permit applications are submitted as part of the Ballona Creek Bridge construction.
Future Action:	Will continue to monitor and report as appropriate.

3.11 SAFETY & SECURITY (SS)

Mitigation Measure SS1

Impact:

The Project would result in elimination of the pedestrian crosswalk at Denker Avenue due to the closure of the street to accommodate the ROW.

Mitigation:

An at-grade pedestrian and vehicular crossing at Denker Avenue will be provided to allow pedestrians to cross Exposition Boulevard.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**CPUC application for an at-grade vehicular (including pedestrian) crossing at Denker was filed on January 24, 2007.**
Future Action:	**Review Design Build contractor design submittals for consistency with CPUC application.**

Mitigation Measure SS2

Impact:

LRT stations could present new safety and security issues.

Mitigation:

All stations and parking facilities will be equipped with monitoring equipment and/or be monitored by Metro security personnel on a regular basis.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	To be addressed by Metro and Design Build Contractor during design and construction. Monitoring by Metro upon the Revenue Operations Date for the LRT project.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Continued advancement of station area designs to ensure coverage by CCTV cameras with full pan-tilt-zoom capabilities.**
Future Action:	**Evaluate required level/frequency of Metro security personnel monitoring of surface parking facilities, particularly those in the City of Culver City that are in active urban areas.**

Mitigation Measure SS3

Impact:

LRT operations could present new safety and security issues.

Mitigation:

A security plan for LRT operations will be implemented. The plan will include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	Monitoring by Metro upon the Revenue Operations Date for the LRT project.
Reporting Responsibility:	Dan Cowden, **David Ebling**
Status:	The same security plan currently uses on all Metro's LRT lines will be employed on this LRT. Station surveillance and security and law enforcement patrols are part of the Security Design Criteria Plan.
Future Action:	Will continue to monitor and report as appropriate.

Mitigation Measure SS4

Impact:

LRT station areas could present new safety and security issues.

Mitigation:

All stations will be lit to standards that avoid shadows and all pedestrian pathways leading to/from sidewalks and areas will be well illuminated.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Dan Cowden, **David Ebling**
Status:	The same security plan currently uses on all Metro's LRT lines will be employed on this LRT. Station lighting will meet the same criteria as all our other LRT lines including stations with parking lots, which is included in the Security Design Criteria Plan.
Future Action:	Will continue to monitor and report as appropriate.

Mitigation Measure SS5

Impact:

The LRT alignment, operations, and station areas could present new safety and security issues.

Mitigation:

Coordinate and consult with the LAPD, the LA County Sheriff Department, and the Culver City Police Department to develop safety and security plans for the alignment and station areas.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	To be developed by Metro and the Expo Authority. To be implemented by Metro during operations.
Reporting Responsibility:	Chris Burner
Status:	**No activity to report for this quarter.**
Future Action:	**Various levels of design packages will be submitted throughout the current year with completion of design expected by the end of calendar year 2007. The Fire Life Safety Committee will have an opportunity to review each of these submittals to ensure safety and security issues are identified and addressed.**

Mitigation Measure SS6

Impact:

LRT stations could present new safety and security issues.

Mitigation:

The station design will not include design elements to obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access at stations will be level with clear sight lines.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor during design and construction.
Reporting Responsibility:	Chris Burner
Status:	**No activity to report for this quarter.**
Future Action:	**Various levels of design packages will be submitted throughout the current year with completion of design expected by the end of calendar year 2007. The appropriate stakeholders will have an opportunity to review each of these submittals to ensure station related safety and security issues are identified and addressed.**

Mitigation Measure SS7

Impact:

LRT operations could present new safety issues with respect to pedestrian crossing adjacent to schools.

Mitigation:

Monitor pedestrian crossing activity at all locations with adjacent schools and implement appropriate measures to ensure pedestrian crossing safety.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	Monitoring by Metro upon the Revenue Operations Date for the LRT project.
Reporting Responsibility:	Bruce Shelburne
Status:	**The Expo Construction Authority has submitted applications for at-grade public crossings with the California Public Utilities Commission.**
Future Action:	To be monitored by Metro upon start of revenue operations.

Mitigation Measure SS8

Impact:

The Project could result in new hazards to vehicles and pedestrians.

Mitigation:

Conduct a Hazard Analysis before the start of Final Design, using current safety analysis as a reference. The Hazard Analysis will determine a design basis for warning devices as required by the California Public Utilities Commission.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	To be addressed by the Design Build Contractor before construction.
Reporting Responsibility:	**James Okazaki**
Status:	**To date, the Expo Authority has submitted applications to the CPUC for 39 of the proposed 44 crossings. The 44 crossings include 11 grade separations, 6 gated crossings, and 27 street running crossings. The five (5) crossings not yet filed include one gated crossing and four (4) street running crossings.** **CPUC has received protests to date for 36 of the 39 submitted applications, primarily from two community groups. CPUC staff has also filed a protest for eight (8) private driveway crossings at the Los Angeles Trade Tech Community College (LATTC), where there would be street running operations. Expo Authority in cooperation with Metro, the City of Los Angeles, and LATTC will be meeting with the CPUC to discuss and address the staff's concern about these crossings prior to any scheduled hearings.**
Future Action:	**Expo Authority will be submitting the applications for the five (5) remaining crossings by early May. Expo Authority in collaboration with Metro and the City of Los Angeles are designing these crossings to ensure that they are safe. Other stakeholders affected by these five (5) crossings are also being consulted to solidify consensus on all the mitigation measures proposed at these crossings.**

Mitigation Measure SS9

Impact:

The Project could result in new vehicular hazards.

Mitigation:

Pavement markings will be provided on Exposition Boulevard along the length of the platforms of USC/Exposition Park Station. These markings will provide for motorist safety.

Reference:	FEIS/EIR, page 4.12-19.
Implementation Responsibility:	To be addressed by the Design Build Contractor during design and construction.
Reporting Responsibility:	Rachel Vandenberg
Status:	**No activity to report for this quarter.**
Future Action:	Should the USC/Expo Park Station be incorporated into the project scope and budget, appropriate pavement markings will be incorporated into the design.

3.12 HISTORIC, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES (HAP1)

Mitigation Measure HAP1

Impact:

Previously unknown and unrecorded prehistoric or historical archeological resources may be discovered during construction.

Mitigation:

a. Prior to any earth moving at the Project site, a qualified vertebrate paleontologist approved by the Los Angeles County Museum of Natural History—Vertebrate Paleontology Section (LACMVP) will be retained by Metro or its designated contractor to advise Metro about mitigation alternatives and planning.

b. The paleontologist will assist Metro to develop a Cultural Resource Monitoring and Mitigation Plan (CRMMP) and a discovery clause/treatment plan to be implemented during earth-moving activities along the corridor. The clause/plan will allow for the management, monitoring, recovery and subsequent treatment of any fossil remains uncovered by these activities, and for the archiving and documentation of associated specimen and site data. The mitigation plan will include procedures and lines of communication to be implemented if fossil remains are uncovered by earth-moving activities.

Reference:	FEIS/EIR, pages 4.13-18 through 4.13-19.
Implementation Responsibility:	(a) To be addressed by Metro, the Expo Authority, and Design Build Contractor during construction. (b) To be addressed by Metro, the Expo Authority, and Design Build Contractor during construction.
Reporting Responsibility:	Carl Ripaldi
Status:	**(a) and (b) - A CRMMP was prepared for submittal to SHPO in December 2004. The CRMMP is being revised and updated to address project changes since it was drafted in 2004 and will be submitted to SHPO next quarter.**
Future Action:	Will communicate with SHPO regarding the CRMMP submittal. Will update and report as appropriate.

Mitigation Measure HAP2

Impact:

Previously unknown and unrecorded prehistoric or historical archeological resources may be discovered during construction.

Mitigation:

Scientific Recovery of Paleontological Resources. If fossil remains are found, any earth-moving activity will be diverted temporarily around the fossil site until the remains have been investigated and/or recovered. The mitigation plan will address the treatment of recovered fossil remains including identifying, curating, and cataloging, and reporting of specimens.

Reference:	FEIS/EIR, pages 4.13-18 through 4.13-19.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor during construction.
Reporting Responsibility:	Carl Ripaldi
Status:	**Treatment, recovery, curation, and cataloging of fossils will be addressed in the revised CRMMP currently under preparation.**
Future Action:	Will continue to monitor and update as appropriate.

Mitigation Measure HAP3

Impact:

Previously unknown and unrecorded prehistoric or historical archeological resources may be discovered during construction.

Mitigation:

Jefferson Boulevard Design Option. Prior to the start of the Project earth disturbing activities, Metro will prepare a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) per 36 CFR 800.6 (c), if necessary. The MOA will be prepared in consultation with SHPO, and it will include stipulations for the preparation of a Cultural Resource Monitoring and Mitigation Plan (CRMMP) to be reviewed and approved by SHPO. The CRMMP will establish protocol for data recovery, site monitoring and identifying, curating, and cataloging of discovered archaeologic or historic resources. A draft Memorandum of Agreement was submitted to SHPO in a meeting on October 14, 2004.

Reference:	FEIS/EIR, pages 4.13-18 through 4.13-19.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority before construction.
Reporting Responsibility:	Carl Ripaldi
Status:	The CRMMP is being revised and updated. The revised CRMMP will be submitted to SHPO.
Future Action:	Will continue to monitor and update as appropriate.

Mitigation Measure HAP4

Impact:

Although the State Historic Preservation Officer (SHPO) determined that removal of historic railroad tracks and associated ROW elements was not a significant impact, mitigation measures to document historic operations on the Exposition LRT alignment would still be implemented.

Mitigation:

Historic American Engineering Record Documentation. Historic American Engineering Record (HAER) documentation will be prepared for the SP/PE Santa Monica Air Line that historically occupied the Exposition Corridor. This report will document the significance of the resource and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, text, and video. This material will be published and made available to the public. In addition, a report documenting the contextual history of Pacific Electric with special emphasis on the Santa Monica Air Line and related Pacific Electric lines, and its significant role in American history, as well as its history in southern California, will be prepared as part of the HAER documentation required above.

Reference:	FEIS/EIR, pages 4.13-18 through 4.13-19.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority before final design.
Reporting Responsibility:	Carl Ripaldi
Status:	An inventory of historic properties has been completed and submitted to SHPO. The inventory will be updated to include additional parcels acquired or under acquisition since the 2004 submittal to SHPO. The revised inventory will be submitted to SHPO for their review.
Future Action:	Will continue to monitor and update as appropriate.

Mitigation Measure HAP5.

Impact:

Although the State Historic Preservation Officer (SHPO) determined that removal of historic railroad tracks and associated ROW elements was not a significant impact, mitigation measures to document historic operations on the Exposition LRT alignment would still be implemented.

Mitigation:

Historic Reference. Historic reference and/or context of the ROW will be included in the Project. The work will convey information to the public regarding the historic context of the ROW and may also reference specific physical components of the SP/PE Santa Monica Airline. The development and oversight of the Project's historical reference will be done by Metro Art who will use the Metro Dorothy Peyton Gray Library as a reference.

Reference:	FEIS/EIR, pages 4.13-18 through 4.13-19.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority during final design.
Reporting Responsibility:	Carl Ripaldi, Samantha Bricker, Maya Emsden, Joanne Kawai
Status:	**Researched materials and locations.**
Future Action:	**Initiate compilation of reference documents.**

Mitigation Measure HAP6

Impact:

Although discovery of human remains is unlikely, mitigation for accidental discovery would be implemented.

Mitigation:

Discovery of Human Remains. If any human remains are encountered during construction, work in the immediate area of the find will be halted and the Los Angeles County Coroner will be contacted. This mitigation measure will ensure proper legal identification and/or documentation, if necessary.

Reference:	FEIS/EIR, pages 4.13-18 through 4.13-19.
Implementation Responsibility:	To be addressed by Metro, the Expo Authority, and Design Build Contractor during construction.
Reporting Responsibility:	Carl Ripaldi
Status:	**No activity to report for this quarter.**
Future Action:	Will continue to monitor and update as appropriate.

Mitigation Measure HAP7

Impact:

The Project could result in the alteration of historical setting and visual context of historic properties.

Mitigation:

Alternative Design of Catenary System. The catenary system along Exposition Boulevard in the vicinity of Exposition Park and USC will be designed to conform to historic surroundings. All catenary pole alternative designs will be consistent with basic standardized guideway components and will not radically alter the proposed basic design.

Reference:	FEIS/EIR, pages 4.13-18 through 4.13-19.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design.
Reporting Responsibility:	Carl Ripaldi
Status:	This measure is one of the urban design elements being reviewed by the Urban Design Committee (UDC). As noted previously, the UDC is responsible for reviewing all of the aesthetic design elements of the project. **Meetings between the UDC and stakeholders have resulted in a plan to design the catenary system in the vicinity of Exposition Park and USC to reflect appropriate colors usage. No other modifications are deemed necessary.**
Future Action:	Will continue to monitor and update as appropriate.

3.13 COMMUNITY FACILITIES AND PARKLANDS (CF)

Mitigation Measure CF1

Impact:

The elimination of pedestrian access at Hayden Avenue would result in an adverse effect on pedestrian access to Syd Kronenthal Park.

Mitigation:

To fully mitigate the loss of the pedestrian access at Hayden Avenue, Metro will be required to provide a second pedestrian access point that crosses the Exposition ROW at Wesley Street.

Reference:	FEIS/EIR, page 4.14-10.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Pedestrian crossing design has been further developed. Current alignment profiles indicate that a pedestrian tunnel at that location with a minimum height of 9' will be feasible.**
Future Action:	**Continue design development.**

Mitigation Measure CF2

Impact:

The vehicle access to the Rancho Cienega Sports Park will need to be relocated due to the Project alignment.

Mitigation:

A vehicle access road will be relocated and maintained from Exposition Boulevard north of the right-of-way crossing to connect to the existing entrance at Rancho Cienega Sports Park at Exposition Place. The relocated access road will provide two-way access close to the existing Exposition Boulevard park entrance and will be compatible with the station site, bridge structure, and guideway as part of the Project.

Reference:	FEIS/EIR, page 4.14-10.
Implementation Responsibility:	To be addressed by Design Build Contractor during design.
Reporting Responsibility:	Rachel Vandenberg
Status:	**Design of the park access road by Design Build Contractor has progressed in coordination with the Los Angeles Bureau of Engineering.**
Future Action:	**Continue to monitor and review Design Build Contractor's design efforts as reflected in upcoming design submittals.**

Mitigation Measure CF3

Impact:

The Project could affect pedestrian access to community facilities.

Mitigation:

Conduct an urban design study with the City of Los Angeles and affected stakeholders to provide design guidelines for improvement of pedestrian station access at the 23rd Street Station and Jefferson Station.

Reference:	FEIS/EIR, page 4.14-10.
Implementation Responsibility:	To be addressed by the Expo Authority and the City of Los Angeles before final design.
Reporting Responsibility:	Rachel Vandenberg
Status:	**The Urban Design Committee and Metro CED have been briefed and have supported the suggested improvements to the pedestrian station access at 23rd Station and Jefferson Station. The improvements have been agreed upon and they are currently being priced for implementation.**
Future Action:	**Based on the developed priorities for the Urban Design Improvements and the results of the ongoing cost estimating efforts, the Design Build Contractor will develop a plan reflecting those improvements that are within the defined budget per station area.**

3.14 CONSTRUCTION IMPACTS (C)

Mitigation Measure C1.

Impact:

Haul truck routes during construction could result in noise, vibration, and other impacts.

Mitigation:

Coordinate with the Los Angeles Department Transportation (LADOT) and Culver City Public Works Department to designate and identify haul routes for trucks and establish hours of operation during final design. These will be situated to minimize noise, vibration, and other possible impacts.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**The contractors' truck haul routes will be reviewed to assure that they comply with the requirements of LADOT and Culver City regarding noise, vibration and other possible impacts**
Future Action:	**Monitor Contractor.**

Mitigation Measure C2

Impact:

The Project could result in construction phase circulation impacts:

- Traffic - Interfere with normal flow of traffic, causing some lanes to be closed to vehicles for various durations.
- Community Facilities - Vehicular access may be limited during construction due to temporary street or lane closures; loss of on-street parking could potentially reduce access to nearby community facilities.

Mitigation:

A traffic management plan will be prepared to facilitate flow of traffic during construction. The plan will include following:

a. Implement diversions/detours to facilitate traffic throughout the construction zone;
b. Temporarily restripe traffic lanes at significantly impacted locations, to the extent that this can increase the number travel lanes provided during construction activities;
c. Temporarily eliminate on-street parking in the vicinity significantly impacted locations, to the extent that this increase the number of travel lanes provided construction activities;
d. Implement a public outreach/education program to the public about the planned construction process and encourage motorists to consider alternate travel routes.
e. Identify alternate temporary on-right-of-way parking near neighborhoods affected by parking losses during construction, similar to the method used for the Metro Gold Line.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**A traffic management plan is under development to comply with the requirements of this mitigation measure.**
Future Action:	**Monitor contractor.**

Mitigation Measure C3

Impact:

The Project could result in construction phase circulation impacts:

- Traffic - Interfere with normal flow of traffic, causing some lanes to be closed to vehicles for various durations.
- Community Facilities - Vehicular access may be limited during construction due to temporary street or lane closures; loss of on-street parking could potentially reduce access to nearby community facilities.

Mitigation:

Worksite Traffic Control plans will be developed in cooperation with the Los Angeles Department of Transportation (LADOT) and the Culver City Public Works department to accommodate required pedestrian and traffic movements. LAUSD will be invited to participate as part of Metro's Third Party Coordination Group to develop the plans prior to approval by LADOT and the Culver City Public Works department, as required by City regulations.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**Worksite Traffic Control plans are under preparation to comply with the requirements of this mitigation measure.**
Future Action:	**Monitoring contractor.**

Mitigation Measure C4

Impact:

The Project could result in construction phase circulation impacts:

- Traffic - Interfere with normal flow of traffic, causing some lanes to be closed to vehicles for various durations.
- Community Facilities - Vehicular access may be limited during construction due to temporary street or lane closures; loss of on-street parking could potentially reduce access to nearby community facilities.

Mitigation:

Notify LAUSD of impending impacts on existing school bus routes.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design.
Reporting Responsibility:	Genetha Eddins
Status:	No activity to report for this quarter.
Future Action:	Will continue to monitor and report when appropriate.

Mitigation Measure C5

Impacts:

The Project could result in construction phase circulation impacts:

- Traffic - Interfere with normal flow of traffic, causing some lanes to be closed to vehicles for various durations.
- Community Facilities - Vehicular access may be limited during construction due to temporary street or lane closures; loss of on-street parking could potentially reduce access to nearby community facilities.

Mitigation:

Contractors will be required to have all employees park off-street or on-street at Metro-approved locations to minimize the loss of commercial parking.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**The contractor is in the process of implementing this mitigation measure at this time.**
Future Action:	**Monitor contractor.**

Mitigation Measure C6

Impact:

The Project could result in construction phase circulation impacts:

- Traffic - Interfere with normal flow of traffic, causing some lanes to be closed to vehicles for various durations.
- Community Facilities - Vehicular access may be limited during construction due to temporary street or lane closures; loss of on-street parking could potentially reduce access to nearby community facilities.

Mitigation:

Public affairs and construction staff will contact and interview individual businesses, allowing for knowledge and understanding of how these businesses carry out their work. This information will be used to develop worksite traffic control plans, identify alternative access routes, and make efforts during construction to maintain business activities.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor before construction.
Reporting Responsibility:	Genetha Eddins
Status:	**No activity to report for this quarter.**
Future Action:	Continue to meet the businesses and residents to coordinate access and promote business activity.

Mitigation Measure C7

Impact:

The Project could result in construction phase circulation impacts:

- Traffic - Interfere with normal flow of traffic, causing some lanes to be closed to vehicles for various durations.
- Community Facilities Vehicular access may be limited during construction due to temporary street or lane closures; loss of on-street parking could potentially reduce access to nearby community facilities.

Mitigation:

Unless required by work site traffic control plans, construction activities will be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time, which would make various on-street parking spaces available in an area under construction for a period of time.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	Currently complying with LADOT approved traffic control plans.
Future Action:	Will continue to comply with LADOT approved traffic control plans.

Mitigation Measure C8

Impact:

Access to local facilities, services, and residences could be obstructed; loss of parking could decrease patronage to affected businesses. Construction could disrupt business due to loss of parking or business access. These impacts are discussed above under "Parking" and "Equity" and Environmental Justice Considerations.

Mitigation:

Communities and businesses will be provided with the telephone number of the Public Affairs Officers, who will be responsible for responding to questions about construction activities.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**Hosted a Business Merchants' Meeting (February 2007) to provide business owners with an update on the construction activity. Provided the business owners with Expo's hotline number, a personal cell number, and the appropriate staff's telephone number for complaint resolution.**
Future Action:	Will continue to monitor and update when appropriate.

Mitigation Measure C9

Impact:

Access to local facilities, services, and residences could be obstructed; loss of parking could decrease patronage to affected businesses. Construction could disrupt business due to loss of parking or business access. These impacts are discussed above under "Parking" and "Equity" and Environmental Justice Considerations.

Mitigation:

Notification to property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption and re-routing of delivery trucks).

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**No activity to report for this quarter.**
Future Action:	Will continue to monitor and update as appropriate.

Mitigation Measure C10

Impact:

Access to local facilities, services, and residences could be obstructed; loss of parking could decrease patronage to affected businesses. Construction could disrupt business due to loss of parking or business access. These impacts are discussed above under "Parking" and "Equity" and Environmental Justice Considerations.

Mitigation:

Coordinate with local businesses and residents to provide advanced notification of traffic detours and delays, and potential utility disruptions associated with construction.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**Hosted two community meetings to discuss traffic plans, construction timeline, and construction impacts during this quarter.**
Future Action:	Continue to meet with business owners and residents during construction and host quarterly construction meetings to receive community input.

Mitigation Measure C11

Impact:

Access to local facilities, services, and residences could be obstructed; loss of parking could decrease patronage to affected businesses. Construction could disrupt business due to loss of parking or business access. These impacts are discussed above under "Parking" and "Equity" and Environmental Justice Considerations.

Mitigation:

Temporary special signage will be used to inform customers that merchants and other businesses directly affected by construction are open. The signage will include special and closure information in advance of any future temporary closure. Signage will also provide special access directions, if warranted.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**Met with several businesses along the alignment to discuss screening and signage.**
Future Action:	Continue to meet with merchants to assess mitigation needs during construction.

Mitigation Measure C12

Impact:

Construction would be visible at nearby residential neighborhoods; construction lighting could alter lighting and create glare at nearby residential neighborhoods.

Mitigation:

Construction staging areas outside of the Metro ROW will be located adjacent to non-residential land uses wherever possible. If complete avoidance of adjacent residential properties is not possible, then construction staging will be screened with materials and techniques approved by Metro. If located adjacent to single-story residential land uses, views from adjacent residences will be screened with black-out fencing, temporary landscaping, or other means.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**No activity to report for this quarter.**
Future Action:	Continue to monitor locations of construction staging areas for compliance with this mitigation measure.

Mitigation Measure C13

Impact:

Construction would be visible at nearby residential neighborhoods; construction lighting could alter lighting and create glare at nearby residential neighborhoods.

Mitigation:

All construction lighting will be hooded and shielded to minimize spillover and glare. Alternately, screening can be used to shield construction lighting.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	No nighttime construction work is underway at this time.
Future Action:	Once construction starts this will be monitored for compliance.

Mitigation Measure C14

Impact:

Construction would be visible at nearby residential neighborhoods; construction lighting could alter lighting and create glare at nearby residential neighborhoods.

Mitigation:

Lighting will be directed toward the interior of the construction staging area and shielded so as to avoid or minimize spill over into adjacent residential areas. Lighting techniques are to be approved by Metro.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	No nighttime construction work is underway at this time.
Future Action:	Once construction starts this will be monitored for compliance.

Mitigation Measure C15

Impact:

Air Quality - Daily construction emissions are anticipated to exceed the SCAQMD construction threshold for PM10.

Mitigation:

The following is a list of feasible control measures that SCAQMD recommends to reduce PM emissions during construction. These mitigation measures will be implemented for all areas where construction for the proposed Project would occur.

a. Diesel Equipment Usage. Metro will require contractors as part of their contract to minimize use of on site diesel construction equipment, particularly unnecessary idling.

b. Electric Powered Equipment. Metro will require contractors to replace diesel-powered machinery with electrically powered machinery, where feasible.

c. Equipment Emissions. Construction equipment will be shut off to reduce idling when not in direct use. Diesel engines, motors, or equipment will be located as far away as possible from existing residential areas. Low sulfur fuel will be used for construction equipment.

d. Location of Staging Areas. If required, haul truck staging areas will be approved by the Los Angeles Department of Transportation. When feasible, haul trucks will be staged in non-residential areas away from school buildings and playgrounds.

e. Fugitive Dust Control. Maintain fugitive dust control program consistent with the provisions of SCAQMD Rules 403 and 1186 for any grading or earthwork activity that may be required.

f. Site Watering. Site wetting will occur often enough to maintain a twelve percent (12 percent) surface soil moisture content throughout any site grading or excavation activity. All unpaved parking or staging areas will be watered at least two times daily, and all on-site stockpiles of debris, dirt, or dusty material will be covered or watered in accordance with SCAQMD Rule 403.

g. Truck Covering. Require all trucks hauling dirt, sand, soil or other loose substances and building materials to be covered.

h. Street Sweeping. Utilize efficient street sweeping equipment at site access points and all adjacent streets used by haul trucks or vehicles that have been on-site in compliance with SCAQMD Rule 403.

i. Phasing. To the extent feasible, phase construction activities to minimize concurrent dust generating activities within 2,500-square-foot radius of shaft site locations.

j. Wheel Washing Equipment. Metro will require the contractor to install wheel/undercarriage-washing equipment or a functional equivalent at tunnel excavations as the first method by which to ensure that haul trucks have clean wheels and undercarriages before entering public roadways. The installation of wheel washers alone will not relieve the contractor of their responsibility to eliminate (remove) all track-out from public roadways. Should use of the wheel/ undercarriage washing equipment not be effective, the contractor will be responsible for providing alternative solutions in addition to, or instead of, the use of the equipment to ensure elimination (removal) of all track-out from public roadways. This could require the contractor to have a street-sweeper in use any time muck is being removed from the construction site and as often as is required throughout each workday to ensure that public roadways are kept clear of all track-out.

k. Suspend Operations. Suspend grading operations during second stage smog alerts, and during high winds, i.e., greater than 35 miles per hour.

l. Sidewalk and Window Cleaning. Metro will implement a sidewalk and window cleaning program, if needed, to reduce construction-related dust impacts to local businesses and residences.

m. MTA Section 01566 Pollution Control Mandates. All contractors as part of their contract must meet Metro Section 01566 pollution control mandates, which requires that all equipment engines be properly tuned at all times.

n. Coordinate Construction Activities. Metro will coordinate construction activities with school, daycare, and convalescent centers within the area that may be affected by the proposed Project to minimize air quality impacts to these sensitive receptor locations. In addition, Metro's Public Affairs Officers will be administering a construction impact program for the benefit of the community.

o. Signage Requirement. Signs will be posted throughout the proposed alignment area that will include anticipated dates of construction activity, and the telephone number of the construction information desk that can log complaints, or offer additional information regarding the construction process.

p. VMT Reduction Strategy. With regard to project construction, Metro will require (through the construction contract administration process) that all contractors implement car/van pool programs throughout the construction process to minimize worker travel related VTM.

q. Dust Suppression. Dust suppression will be applied in sufficient quantity and frequency to maintain a stabilized surface at all disturbed surface areas.

r. Vehicular Speed. Vehicle speed will be limited to 15 miles per hour on unpaved roads.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Cris Liban
Status:	**No activity to report for this quarter.**
Future Action:	Monitoring will continue during construction.

Mitigation Measure C16

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

Monitor noise during construction activities. Regular noise monitoring will be performed in areas where it is expected that the contractor would have difficulty meeting the property line noise limits. The monitoring includes regular spot checks supplemented by monitoring in response to complaints.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Carl Ripaldi, Mark Van Gessel
Status:	**A Noise Monitoring Plan and Noise Control Plan have been prepared for Segment A work. These have been reviewed and are being revised to comply with project requirements.**
Future Action:	Continue monitoring for compliance.

Mitigation Measure C17

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

Noise control will be a construction contract requirement. The noise control requirements may include the following:

Limit noisy construction activities, particularly during nighttime hours. Sample restrictions include: requiring pre-drilled piles and restricting the use of jackhammers and other pneumatic and impact devices.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**No activity to report for this quarter.**
Future Action:	Monitor Contractor for compliance.

Mitigation Measure C18

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

In noise sensitive areas, require contractors to select construction processes and techniques that create the lowest noise levels. Examples are the mixing of concrete off-site instead of on-site and using hydraulic tools instead of pneumatic tools.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Carl Ripaldi, Mark Van Gessel
Status:	**Noise limits for construction equipment have been included in the Noise Control Plan for Segment A. All equipment noise is tested for compliance with noise limits included in specifications.**
Future Action:	Monitor Contractor.

Mitigation Measure C19

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

All equipment will be required to have effective commercially available mufflers installed, consist with best urban construction practice. Construction equipment will be required to meet Metro noise specifications.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Carl Ripaldi, Mark Van Gessel
Status:	**Noise limits for construction equipment have been included in the Noise Control Plan for Segment A. All equipment will be tested for compliance with specification requirements prior to arrival onsite.**
Future Action:	Monitor the Contractor for compliance.

Mitigation Measure C20

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

The use of backup alarms will be minimized. Approaches to be considered for reducing noise intrusion caused by backup alarms include the following: lay out construction sites to minimize the need for backup alarms; use strobe lights in place of backup alarms at night; use flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting backup alarms that adjust the alarm loudness up and down depending on ambient noise. The safety implications of any procedures for reducing backup alarm noise will be carefully reviewed before the procedure is implemented.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during design and construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**No activity to report for this quarter.**
Future Action:	Monitor the Contractor.

Mitigation Measure C21

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

Construction sites will be laid out in a manner that the noisiest activities are as far as possible from noise sensitive receptors.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	Efforts have been made to locate noisiest construction activities (e.g. construction yards) as far as possible from noise sensitive receptors.
Future Action:	Monitor the Contractor for compliance.

Mitigation Measure C22

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

Pile installations will be by drilling not driving per existing Metro guidelines.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	Future pile installations will be per Metro guidelines.
Future Action:	Monitor for compliance.

Mitigation Measure C23

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

Vibration monitoring will be required for any construction process that could cause intrusive or damaging vibration.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Carl Ripaldi, Mark Van Gessel
Status:	Not currently undertaking construction activity this quarter that would require compliance with this mitigation measure.
Future Action:	Monitor for compliance.

Mitigation Measure C24

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

During final design, a detailed analysis of construction noise impacts will be carried out and pre-construction surveys will be conducted at properties where the potential for significant vibration impact has been identified. In addition, measures to mitigate significant vibration impacts will be developed for inclusion in construction contracts.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during design.
Reporting Responsibility:	Carl Ripaldi, Mark Van Gessel, Cathal Ridge
Status:	**A Noise and Vibration Monitoring Plan and a Noise Control Plan have been prepared for Segment A construction activity.**
Future Action:	Will continue to monitor and update as appropriate.

Mitigation Measure C25

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

If temporary sound barriers are required to meet City noise regulations, Metro will review sound barrier designs prior to implementation.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during design and construction.
Reporting Responsibility:	Carl Ripaldi, Mark Van Gessel, Cathal Ridge
Status:	**No activity to report for this quarter.**
Future Action:	If an area is discovered that requires sound barriers, the Expo Authority will review such designs.

Mitigation Measure C26

Impact:

Noise and Vibration – Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation:

The Public Affairs Officer will be responsible for responding to any local complaints about construction noise. The Officer would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures to address the issue. All signs posted at the construction site will list the telephone number for the Officer.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**No activity to report for this quarter.**
Future Action:	Continue to monitor for responses to complaints.

Mitigation Measure C27

Impact:

Water Resources - Construction activities could result in increased erosion and sediments to surface waters; construction activities may violate water quality standards, provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.

Mitigation:

A program of best management practices (BMPs) and "Best available technologies" will be implemented to reduce potential impacts to water quality that may result form construction activities. To reduce and/or eliminate construction-related water quality impacts, before the onset of construction activities, Metro or its contractors will obtain coverage under the NPDES General Construction Permit. Construction activities will comply with the conditions in the permit, which include preparation of a stormwater pollution prevention plan, implementation of BMPs, and monitoring to ensure impacts to water quality are minimized. As part of this process, multiple BMPs will be implemented to provide effective erosion and sediment control. These BMPs will be selected to achieve maximum sediment removal and represent the best available technology that is economically achievable. BMPs to be implemented as part of this mitigation measure may include the following:

a. Employ temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) for disturbed areas;
b. Use BMPs that are acceptable to Metro, local jurisdictions, and the Regional Water Quality Control Board to protect storm drain inlets in the construction area and in downstream off-site areas;
c. Sweep dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events; and
d. Provide grass or other vegetative cover on the construction site as soon as possible after disturbance.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Cris Liban
Status:	**Construction activity this quarter is limited to areas along Flower Street. No issues are evident from this initial phase of construction. Inspections are periodically performed by the Contractor with copies of reports submitted to Expo.**
Future Action:	Implement SWPPP in the development of design and during the course of construction.

Mitigation Measure C28

Impact:

Water Resources - Construction activities could result in increased erosion and sediments to surface waters; construction activities may violate water quality standards, provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.

Mitigation:

Water quality control measures will be implemented to prevent release of sediment to Ballona Creek. Metro will ensure that water quality control measures, such as silt barriers/curtains, are in place before construction activities begin along Ballona Creek.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Cris Liban
Status:	**No work has been scheduled at this location at this time.**
Future Action:	Implement SWPPP in the development of design and during the course of construction.

Mitigation Measure C29

Impact:

Energy Resources - The highest indirect energy consumption would occur during demolition and then construction of on-site facilities.

Mitigation:

A construction energy conservation plan will be implemented. Contractors will be encouraged to adopt construction energy conservation measures including, but not limited to, the following:

a. Use energy-efficient equipment;
b. Incorporate energy-saving techniques during construction;
c. Avoid unnecessary idling of construction equipment;
d. Consolidate material delivery as much as possible to ensure efficient vehicle utilization;
e. Schedule delivery of materials during non-rush hours to maximize vehicle fuel efficiency;
f. Encourage construction workers to carpool; and
g. Maintain equipment and machinery, especially those using gasoline and diesel, in good working condition.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**The contractor is in the process of preparing a Construction Energy Conservation Plan at this time.**
Future Action:	Monitor contractor for compliance.

Mitigation Measure C30

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Coordinate with and provide notification to LAUSD when vehicular and pedestrian routes to school are affected.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**No activity to report for this quarter.**
Future Action:	The Expo Authority will continue to coordinate with LAUSD regarding new and existing pedestrian routes.

Mitigation Measure C31

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

LAUSD, as well as LADOT and the Culver City Public Works department, will be invited to participate as part of Metro's Third Party Coordination Group to ensure safe and convenient pedestrian routes to schools are maintained, and to publish and distribute school pedestrian route maps.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**On February 21, 2007 Expo met with LAUSD's Office of Environmental Health and Safety to discuss safe pedestrian routes, grade crossing safety concerns and to tour an existing light rail line.**
Future Action:	Will continue to monitor and report as appropriate.

Mitigation Measure C32

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Sufficient notices will be provided to forewarn children and parents when school pedestrian routes are affected.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**Continued to meet with schools identified in the FEIS/EIR and provided them with project timeline, construction safety tips and construction activity schedule. There are no current impacts to students' pedestrian routes.**
Future Action:	Continue to monitor the construction activity and schedule for compliance.

Mitigation Measure C33

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Coordinate with and notify LAUSD of the schedule for LRT construction. LAUSD will be notified when construction would occur within a half-mile of a LAUSD school.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**Continue to meet with schools identified in the FEIS/EIR to provide the administration, teachers, and parents with LRT construction start schedule; disseminated construction safety materials to schools.**
Future Action:	Continue to meet with schools within ½ mile of the LRT project and provide construction schedule and safety information.

Mitigation Measure C34

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Implementation of appropriate traffic controls (signs and signals) as needed in conformance with LADOT and Culver City Public Works Department's standards to ensure pedestrian and vehicular safety during construction.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**No activity to report for this quarter.**
Future Action:	Monitor contractor for compliance.

Mitigation Measure C35

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

At no charge to LAUSD, an instructional safety program will be provided that will cover safety issues relative to construction of the LRT Project.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Metro and the Expo Authority during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**Continued to meet with schools in the mid-corridor to discuss construction safety tips and to provide construction schedule and project timeline.**
Future Action:	Continue to meet with schools and to provide cover safety tips.

Mitigation Measure C36

Impact:

Safety and Security – Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Construction will be scheduled and haul routes will be planned to minimize conflicts during school arrival and dismissal times.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	Current construction activities not affecting schools.
Future Action:	Future work will be scheduled to avoid school arrival and dismissal times.

Mitigation Measure C37

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Funding will be provided 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. Where the manual criterion does not warrant placement of crossing guards, Metro may provide crossing guards during school hours on a site-specific basis considering the conditions and criterion stated in the manual. Crossing guards will be provided during school arrival and departure hours during construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students. Teachers or other LAUSD staff will be paid to extend their existing arrival and departure hour right-of-way supervision by two hours at all elementary schools immediately adjacent to the right-of-way during LRT operations.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by the Expo Authority during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**No activity to report for this quarter.**
Future Action:	This will be monitored during construction.

Mitigation Measure C38

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Provide flag persons at construction sites and construction staging areas, as needed, where construction activities compromise the safety of pedestrians and/or motorists while traveling to and from school.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**Current construction activities not affecting schools at this time.**
Future Action:	Flag persons will be provided in instances where work could impact the safety of pedestrians and/or motorists traveling to and from school.

Mitigation Measure C39

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

The contractors will be required, in conformance with provisions in the California Vehicle Code, to inform their drivers that they must drive cautiously in areas with concentrations of school children and must stop when they encounter school buses using red flashing lights.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	Contractors have been instructed to comply with this mitigation measure.
Future Action:	Monitor contractor for compliance.

Mitigation Measure C40

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

As part of the stipulations of the construction contract, construction vehicles will not be allowed to stage or park along streets bordering school sites. Vehicles used to transport construction workers will be required to park elsewhere. The adequacy of these provisions will be reviewed with the LAUSD School Traffic and Safety Department.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**Current construction activities not affecting schools at this time.**
Future Action:	Future activities will be coordinated with LAUSD.

Mitigation Measure C41

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

The contractor will be responsible for providing security at construction sites at a level that Metro determines to be appropriate in accordance with *MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria*, Volume IX. Metro will provide security patrols at construction staging and construction sites by Los Angeles law enforcement agencies under contract to the Metro; install temporary fencing around major construction sites and construction staging areas; install screening to block views of the major construction sites from motorists to avoid distraction; and install appropriate signage and lighting as required by LADOT and Culver City Public Works department.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Metro and Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**No activity to report for this quarter.**
Future Action:	Continue to monitor Contractor for compliance.

Mitigation Measure C42

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Citations with fines will be issued for trespassing on construction sites, by LA Law Enforcement Agencies under contract to Metro.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Los Angeles County Sheriff's Department, under contract to Metro, during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**No citations have been issued to date.**
Future Action:	Pedestrian and motorist activity will be monitored closely throughout the life of the project to ensure safety to the public and the Design Build Contractor.

Mitigation Measure C43

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Newsletters will be prepared and distributed to keep the public informed about safety issues during construction. In addition, information booths will be provided at local community events.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Expo Authority and Design Build Contractor during construction.
Reporting Responsibility:	Genetha Eddins
Status:	**A website is maintained to inform the community about safety and security issues during construction. Construction notices are distributed to stakeholders along the alignment where construction is active to keep them informed. Various information booths during this quarter were set up at various community events to provide construction information and safety tips. Expo also sponsored various community events adjacent to the construction activity.**
Future Action:	Continue to create tools that can be used as vehicles to provide the community with safety information during construction. Continue to meet with the community via community events and provide construction information.

Mitigation Measure C44

Impact:

Safety and Security - Construction activities would affect pedestrian and motorist's safety.

Mitigation:

Standard lighting levels, as required by the City of Los Angeles and Culver City, for detours and existing roadways through and around construction zones will be implemented.

Reference:	FEIS/EIR, page 4.15-9 through 4.15-16.
Implementation Responsibility:	To be addressed by Design Build Contractor during construction.
Reporting Responsibility:	Mark Van Gessel
Status:	**No activity to report for this quarter.**
Future Action:	Monitor for compliance.

APPENDIX A—ACRONYMS

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
AFR	Audit Finding Report
AQMD	South Coast Air Quality Management District
ATSAC	Automated Traffic Signal and Control
BRS	Blast Relief Shaft
CAdC	California Administrative Code
CAC	Citizens Advisory Committee
CAD	Computer Aided Design
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CBD	Central Business District
CCF	Central Control Facility
CCMC	Citizens Committee on Metro Construction
CCR	California Code of Regulations
CCTV	Closed Circuit Television
CD	Council District
CDC	Los Angeles County Community Development Commission
CDD	City of Los Angeles Community Development Department
CED	Metro Customer Environment and Design Committee
CEDO	City of Los Angeles Economic Development Office
CELP	Construction Enhancement Loan Program
CEQA	California Environmental Quality Act
CESMMP	Consolidated Excavation Site Mitigation Monitoring Program
CFR	Code of Federal Regulations
CM	Construction Manager
CMP	Congestion Management Program
COF	Clarifications of Findings
CRA	City of Los Angeles Community Redevelopment Agency
CRWQCB	California Regional Water Quality Control Board
CTS	Commuter Transportation Services
dBA	A-weighted Sound Level
DND	Draft Negative Declaration
DP	Development Plan
DRSA	Developer Request for Proposal, Selection and Agreement
DWP	Department of Water and Power
EA	Environmental Assessment
EA/IS/ND	Environmental Assessment/Initial Study/Negative Declaration
E&H	Elderly & Handicapped
EB6S	Emergency Backup Power System
EMC	Engineering Management Consultant
EMFA	Economic/Market Feasibility Analysis
EMM	Edgemont Mini Mall
EMP	Environmental Management Panel
ETSDF	Egg-Type Soft Resilient Direct Fixation Rail Fasteners
FAR	Floor Area Ratio
Fed/EPA	Federal Environmental Protection Agency

FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFC	Full Funding Contract
FFGA	Full Funding Grant Agreement
FONSI	Finding of No Significant Impact
FST	Floating Slab Trackbed
FTA	Federal Transit Administration
G&A	Greenwood and Associates
GDSR	Geotechnical Design Summary Report
GEC	General Environmental Consultant
GPF	General Plan Framework
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_{10}	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

RRTP	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
SCRTD	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

APPENDIX B—ACKNOWLEDGMENTS

Los Angeles County Metropolitan Transportation Authority
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Mitigation measures status

DATE DUE			