ATTACHMENT C

MITIGATION MONITORING AND REPORTING PROGRAM

San Fernando Valley East-West Transit Corridor

Bus Rapid Transit Project

Prepared for

Los Angeles County Metropolitan Transportation Authority

February 14, 2002

Introduction

The California Environmental Quality Act (CEQA) requires that agencies adopting environmental impact reports take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation (Cal. Pub. Res. Code §21081.6).

This Mitigation Monitoring and Reporting Program will be used by the Los Angeles County Metropolitan Transportation Authority (MTA) staff responsible for ensuring compliance with mitigation measures associated with the San Fernando Valley East-West Transit Corridor project.

This Final Environmental Impact Report for the proposed project identified mitigation measures to reduce the adverse operational effects of the project in the areas of transportation, land use, acquisitions and displacements, and noise, and the adverse construction effects of the project in the areas of transportation, parking, noise, air quality, and noise.

The following tables identify the adverse impacts and mitigation measures by resource area and by project phase. The table also identifies the specific mitigation monitoring and reporting requirements, including the party responsible for implementing the mitigation measure, the implementation phase, the monitoring activity, the monitoring period and frequency, the party responsible for monitoring the mitigation, and the outside agency coordination.

In addition, MTA will prepare quarterly mitigation monitoring status reports throughout the Design/Build phase.

Definition of Acronyms

BRT	Bus Rapid Transit
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CNG	Compressed Natural Gas
CUPA	Certified Unified Program Agency
DTSC	Department of Toxic Substances Control
FTA	Federal Transit Administration
LACWMD	Los Angeles County Watershed Management Division (Dept. of Public Works)
LADOT	City of Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LAUSD	Los Angeles Unified School District
MBTA	Migratory Bird Treaty Act
MTA	(Los Angeles County) Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administration
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SWPPP	Storm Water Pollution Prevention Plan
USFWS	United States Fish and Wildlife Service

MITIGATION MONITORING PLAN - TRANSPORTATION IMPACTS

	Mitigation Plan			Monitoring and Reporting Plan			
Impact	**Mitigation**	**Responsible Party**	**Implement-ation Phase**	**Monitoring Activity**	**Monitoring Period & Frequency**	**Respons-ible Party**	**Outside Agency**
Transportation Impacts - Localized BRT Crossings and Station Area Traffic Impacts							
Intersection of Laurel Canyon Blvd / Chandler Blvd	Add protected left turns in all directions to traffic signal while widening into existing MTA ROW.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	LADOT
Intersection of De Soto Ave / Victory Blvd	Add a second left turn lane on EB approach of Victory Boulevard; will require widening into the MTA ROW.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	LADOT
Intersection of Winnetka Ave / Victory Blvd	Add NB protected left turn phase to traffic signal.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	LADOT
Intersection of Tampa Ave / Topham St	Provide protected left-turn lane and phasing on Topham Street.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	LADOT
Intersection of Lankershim Blvd / Burbank Blvd	Add left turn lanes in each direction; will require widening within existing City ROW.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	LADOT
Intersection of Haskell St / Victory Blvd	Retime traffic signal.	LADOT	Operation	Review signal timing	Upon commencement of operation and as needed thereafter	LADOT	N/A
Intersection of Sepulveda Blvd / Victory Blvd	Retime traffic signal.	LADOT	Operation	Review signal timing	Upon commencement of operation and as needed thereafter	LADOT	N/A
Intersection of Sepulveda Blvd / Oxnard St	Retime traffic signal.	LADOT	Operation	Review signal timing	Upon commencement of operation and as needed thereafter	LADOT	N/A
Intersection of Woodman Ave / Oxnard St	Retime traffic signal.	LADOT	Operation	Review signal timing	Upon commencement of operation and as needed thereafter	LADOT	N/A

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Transportation Impacts – Parking							
Potential at-capacity or spillover parking at North Hollywood, Pierce College, and Oxnard/Reseda BRT Stations.	The project plans for approximately 3,000 new parking spaces. MTA, working with LADOT, will develop parking management studies and strategies including (a) monitoring the demand for parking in residential neighborhoods adjacent to BRT stations both before and after the start of BRT operations, (b) providing additional parking and planned park-and-ride lots, and (c) developing techniques to redistribute parking around the various facilities. The following mitigation measures shall be considered in the areas adjacent to the Reseda and Pierce College park-and-ride lots and adjacent to stations with no parking, if the measures described above do not reduce spillover parking and LADOT determines that spillover parking is causing a significant impact. Four basic control approaches exist to deal with outsider parking in neighborhoods: • Ban on-street parking; • Time-limited parking; • Resident permit parking; and • Non-resident permits for registered car-poolers who work in the zone. Additionally, the following approaches may be considered in situations where parking supply is low or non-existent and/or parking demand is high: • Negotiate with local property owners to allow leasing of all day parking spaces; • Consider parking controls in neighborhoods where parking spillover from park-and-ride facilities have become problematic; • Institute parking controls in communities affected by general spillover of parking at stations without parking facilities.	MTA/LADOT	Before and During Operation	Parking demand survey before construction and periodically during operation	One year after completion of the project and every 5 years subsequent as needed.	MTA / LADOT	LADOT

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Operational Impacts - Land Use and Development							
Would require the displacement of 6 residential units.	See A&D-1.						
Some stations in close proximity to residential areas with potential effects related to noise, air, etc.	LU-1: Although designed as part of the project and required for noise mitigation, landscaping and soundwalls will provide a buffer and therefore will also mitigate localized land use impacts where the busway is adjacent to residential-zoned areas.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	N/A
Overall, would not result in a large increase in development. Site-specific development projects may occur at some stations.	LU-2: No mitigation measures are required for the project. See FEIR text for discussion.						
Operational Impacts - Acquisitions and Displacements							
Termination of 109 MTA lease agreements resulting in the displacement of 14 businesses and 16 outdoor advertising signs.	A&D-1: Potential property acquisitions and occupant displacements outside the MTA right-of-way would be subject to both the federal Uniform Act and California Act. Businesses displaced through termination of MTA leases may receive relocation assistance under both the federal Uniform Act and California Act, depending upon the individual lease agreement. In many instances, the lease agreement with the MTA contains a provision wherein the tenant acknowledges that he is not entitled to relocation benefits if the lease is terminated for a public transit project.	MTA	Acquisition	Review Relocation Plan	Once, at acquisition	MTA	N/A
Full acquisition of 7 parcels outside the MTA right-of-way resulting in the displacement of 9 businesses.	A&D-1: Same as above.	A&D-1	A&D-1	A&D-1	A&D-1	A&D-1	A&D-1

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Operational Impacts – Demographics and Neighborhoods							
Station locations would not affect neighborhood security, no new views into adjoining neighborhoods would be created, and security against crimes would be maintained through existing law enforcement measures and passive measures. Along the alignment, some views would be created.	D&N-1: For the BRT alternative, mitigation would be desirable in areas where the proposed alignment may permit new views into residential neighborhoods. This includes areas where the alignment does not follow the alignment of an existing roadway, and abuts residences that do not have sufficient landscaping to block views of the property and residential structure. The most effective mitigation would be to fill in the gaps in vegetation so that backyards and second stories are shielded from the alignment by trees or shrubs. This measure would eliminate new views created by the proposed alignment.	Design/Build Contractor	Design / Build	Review Design/Build plans for landscaping and soundwalls.	At Design/Build Submittal Milestones	MTA	N/A
Operational Impacts - Fiscal and Economic Conditions							
Would result in the loss of approximately 53 jobs.	See A&D-1.	A&D-1	A&D-1	A&D-1	A&D-1	A&D-1	A&D-1
Operational Impacts - Visual and Aesthetic Conditions							
Visual impacts would be minimal. Existing abandoned rail corridor would be landscaped, industrial leases would be terminated, and a busway and aesthetically unobtrusive stations constructed. Some mature trees would be removed.	V&A-1: A certified arborist was retained to conduct a thorough inspection of the eucalyptus trees located between the North Hollywood Metro Rail Station and Coldwater Canyon Avenue to determine the condition, quality, and estimated life span of the trees and to identify measures that should be taken in the engineering and construction phases to ensure that the trees would be preserved. This report shall be submitted to the MTA Planning and Construction Divisions, and the City of Los Angeles Department of Public Works, Street Tree Division. In the event that the arborist or project engineers determine that implementation of the project would prevent preservation of the trees, or that the health of the trees necessitates their removal, the trees shall be replaced in the Chandler Boulevard median with trees of similar qualities (evergreen, vertical, fast-growing) of 24-inch box size or greater at the rate of one new tree for each tree removed.	Design/Build Contractor	Design / Build	Review landscape drawings for tree replacement Inspect trees	At Design/Build Submittal Milestones Inspect during landscape maintenance period.	MTA	N/A

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Cont.	V&A-2: During the Design/Build phase, the alignment of the busway and placement of elements such as soundwalls, fences, and berms that have been developed in Preliminary Engineering will be followed, and the project will continue to take into account existing mature trees in the right-of-way and avoid their removal where possible.	Design/Build Contractor	Construction	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	N/A
	V&A-3: The following Metro Art policies will be applied: **Public Art and the Design Process**: As part of the Design/Build process, artists will be hired to participate in the project. Metro Art staff will invite interested members of the communities (residential, business, and institutional) along the alignment to form a Metro Art Advisory Group. This process of community participation follows FTA policy (Circular 9400.1A), which states: "To create facilities that are integral components of communities, information about the character, makeup, and history of the neighborhood should be developed and local residents and businesses could be involved in generating ideas for the project." A budget will be established for public art that will be based on a percentage of the hard costs (construction costs) for the project and will cover design fees and fabrication and installation of art elements. Again, as directed by the FTA (Circular 9400.1A), "Funds spent on the art component of the project should be appropriate to the overall costs of the transit project and adequate to have an impact." **Design Excellence**: Following policy established by the FTA for design and art in transit projects (Circular 9400.1A), MTA commits to the idea that: "Good design and art can improve the appearance and safety of a facility, give vibrancy to its public spaces, and make patrons feel welcome. Good design and art will also contribute to the goal that transit facilities help to create livable communities." To continue its commitment to these ideals, design excellence will be an important criterion for selection of design team members and for evaluation of design proposals.	MTA, Design/Build Contractor	Construction	Review Design/Build Drawings and Artist Drawings	At Design/Build Submittal Milestones	MTA	

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Cont.	To ensure design excellence, the MTA will follow the award-winning model for "Excellence in Public Architecture" established by the General Services Administration of the U.S. Government. That process attracts large numbers of qualified design firms through a streamlined process and utilizes the insight of outside peer advisors. **Graphics and Wayfinding**: The quality of graphic signage and wayfinding within the system and within the adjacent neighborhoods greatly affects the ease and comfort with which patrons will use the system. Station names, station identification, directional signage, logos, maps, and informational signage shall adhere to the MTA Graphics Standards. The guiding principles for the standards are to simplify Metro signage systems in a way that makes sense for patrons, using uniformity in text styles, a rational hierarchy of sign sizes, clear directional arrows, etc.						
Operational Impacts - Noise and Vibration							
Would affect 454 noise-sensitive receptors.	Potential noise mitigation approaches for the BRT Alternative include the following source, path and receiver options: N&V-1: Quieter Vehicles: Whenever practical, noise control at the source is the most desirable approach. In bus procurements intended for use in the corridor, noise limits will be included in the vehicle specifications that would require the bus supplier to minimize vehicle noise emissions. The present noise assessment was based on measurements of existing MTA Metro Rapid CNG buses, which were found to generate about 3 dBA more sound energy than the national average for buses. Thus, it is reasonable to specify noise limits that are at least 3 dBA lower than for these existing buses; greater reductions will likely be feasible in the future when new technology buses become available. Although such limits will likely add to the vehicle cost, this approach will provide system-wide noise benefit.	MTA	Bus Procurement	Review Bus Specifications and test periodically during operation as needed	Once, at Procurement, and testing as needed	MTA	N/A

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Cont.	N&V-2: Sound Barriers: For the Full BRT, the results of the mitigation analysis indicate that to eliminate essentially all noise impacts, a 3-dBA reduction in vehicle noise together with the construction of 28,400 lineal feet (5.4 miles) of approximately 12-foot-high sound barrier would be required. In addition, 1,070 lineal feet (0.2 mile) of 8-foot-high soundwall is proposed for construction along the north side of the Sepulveda Boulevard park-and-ride lot, adjacent to Erwin Street. If it is determined that additional vehicle noise control is feasible, the amount of required sound wall could be reduced. Without noise control on BRT buses, an estimated 65 receptors would experience residual impacts. Sound barriers must break the direct line of sight from the source to the receiver, have a minimum surface density of 4 pounds per square foot, and have no holes, drainage gaps or access openings that act as "sound leaks." Where space permits, a barrier may also consist of a wall on top of an earth berm to reduce the amount of wall required. However, due to the height of some of the major bus noise sources (e.g. the exhaust and air-conditioning), the total sound barrier height will need to be on the order of 12 feet to provide a substantial noise reduction (in the range of 5 to 10 dBA). The actual noise reduction will depend on the specific site geometry. The locations of sound barrier walls to be constructed as part of the project are listed on Table 4-51 and Table 4-52 of the FEIR and are shown on the engineering drawings. Multiple reflections of sound (reverberations) between soundwalls on either side of the alignment have the potential to degrade the performance of both barriers substantially (by about 3 to 7 decibels). This effect may be mitigated in several ways, including use of sound-absorptive materials for the barriers or using berm/wall combinations. This issue shall be addressed during final design for all areas where soundwalls are proposed for both sides of the alignment. In addition, the proposed designs of all soundwalls shall be reviewed by a qualified acoustician during final design to ensure that they provide the intended benefit. (See Preliminary Engineering drawings for locations.)	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	N/A

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Cont.	The results of the noise impact assessment indicate that a noise reduction of up to 6 dBA is required to eliminate all severe noise impacts for the BRT Alternative. It should be noted that there will be substantially fewer bus movements expected in the early years of the project and therefore the impacts are overstated for those years. While this amount of vehicle noise reduction is likely to be possible in the future, it cannot be assumed at this time that mitigation option N&V-1 would be sufficient to eliminate all severe noise impacts. However, this amount of noise reduction could reasonably be achieved by mitigation option N&V-2, with the construction of sound barriers at the locations specified in Table 4-51. To completely eliminate noise impact at all locations for the BRT Alternative, a noise reduction of 12 dBA is necessary. Because no single mitigation measure alone is likely to achieve this goal, a combination of the above options will be required. It is expected that nearly all noise impact can be eliminated with a combination of mitigation options N&V-1 and N&V-2, assuming that (1) noise limits are included in the vehicle specification requiring the new buses to be 3 dBA quieter than the current MTA Metro Rapid CNG buses and (2) sound barriers are constructed at the locations specified in Table 4-52. The following noise mitigation measures will be implemented if the first mitigation measure does not reduce noise impacts to below the level of significance:						
	N&V-3: Sound Insulation: Noise control at the receivers, including replacing or improving windows, weather stripping doors, and installing central air-conditioning systems.	Design/Build Contractor and MTA	During and After Construction	Conduct noise analysis once paved busway is constructed	When bus service levels increase or MTA deploys new equipment.	MTA	N/A
Would potentially cause vibration impacts exceeding FTA vibration criteria at one sound studio.	N&V-4: Vibration Reduction Measures: If an adverse significant impact materializes after construction of the sound studio and the BRT, MTA will employ appropriate mitigation measures to reduce the resultant impact to a level of insignificance. Among the measures that may be employed are a vibration reduction trench and a reduction in bus speed.	Design/Build Contractor and MTA	During and After Construction	Take vibration measurements of bus pass-bys once busway is paved near studio.	When busway is paved near studio.	MTA	N/A

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Operational Impacts - Geotechnical Considerations							
No Alquist-Priolo Earthquake Fault Zones cross the proposed corridor. A fault may cross between Laurel Canyon and North Hollywood stations.	GEO-1: The closest fault to the proposed alignments is an unnamed fault previously mapped by Weber et al. (1980). This fault does not lie within a previously mapped Alquist-Priolo Earthquake Fault Zone. A comprehensive fault rupture hazard investigation will be performed as part of the Design/Build phase to determine if the fault exists, whether it is active, and whether the fault traverses a proposed station. Appropriate design accommodations will be made to allow for this geologic feature.	MTA and Design/Build Contractor	Design/Build	Review fault rupture hazard investigation. Review Design/Build Drawings, if applicable.	At Design/Build Submittal Milestones, if applicable.	MTA	N/A
Would not substantially increase the level of risk of seismic settlement. Soils are potentially liquefiable and could affect structures during earthquakes.	GEO-2: Prior to the construction of the proposed project, a detailed geotechnical investigation will be performed to delineate specific areas of potential liquefaction or settlement. The details of mitigation measures to address settlement along the proposed alignments will be developed in the Design/Build phase of the project using proper engineering design and conformance with current building code requirements.	MTA and Design/Build Contractor	Design/Build	Review detailed geotechnical investigation. Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	N/A
Operational Impacts - Biological Resources							
Runoff could marginally affect riparian habitat and other vegetation downstream of the Los Angeles River crossing.	BIO-1: The project will be required to comply with applicable provisions of section 401 and 402 of the Federal Clean Water Act, including adherence to NPDES standards and permit requirements to minimize adverse impacts under NEPA (significant impacts under CEQA) on vegetation downstream on the Los Angeles River. Included among the likely permit requirements will be installation of Best Management Practices (BMPs) and appropriate drainage design provisions to minimize harmful runoff. These provisions will be incorporated during the Design/Build phase.	Design/Build Contractor, MTA to obtain permits	Design/Build	Review Design/Build Drawings and MTA to obtain applicable permits	At Design/Build Submittal Milestones	MTA	Federal Gov't, RWQCB
Would not conflict with established policies. Removal of active bird nests may be a violation of the MBTA.	Coordinate construction and nesting time frames to avoid impact. (See BIO-C1 Construction Impacts.)	BIO-C1	BIO-C1	BIO-C1	BIO-C1	BIO-C1	BIO-C1

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Operational Impacts - Water Resources							
Relatively minor increase in impervious surfaces resulting in a small increase in runoff.	WR-1: Runoff from the busway constructed for the BRT will be managed via Best Management Practices (BMPs) and an appropriate Storm Water Pollution Prevention Plan (SWPP) as mandated by NPDES permit requirements. Consultation among the project proponent, US Army Corps of Engineers, and the Regional Water Quality Control Board will be undertaken during the Design/Build phase to establish appropriate permit conditions. A drainage system will be constructed as part of the project that will direct storm water runoff to the local drainage system. Consider in final design, alternative methods to collect and discharge runoff that foster conservation. Because the area of new paved surface for the BRT is small compared to the area of paved surface in the region, the increase in runoff volume associated with the project would not negatively affect the local storm drainage system. Since Best Management Practices mandate the installation of oil-water separators in storm drains at proposed parking lots, operation of the project would actually improve the quality of storm water runoff.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	US Army Corps of Engineers RWQCB
Would be separated from water table and would not substantially affect groundwater resources or beneficial uses.	WR-2: Piezometers will be installed within the corridor and monitored prior to final design of the project to better monitor groundwater levels along the chosen alignment. Site-specific design accommodations to local patterns of groundwater flow may be required as a result of this monitoring, and if so, will be incorporated into the Design/Build phase.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	N/A
Would include new bridges across flood control channels that either span the channel or would be compatible with the hydraulic design capacity of the channel.	WR-3: Construction of a bridge across the Los Angeles River (required as a part of the BRT alternative) will require the reconstruction or new construction of five to six piers within the channel. The final bridge design will be reviewed with the U.S. Army Corps of Engineers and LA County Flood Control District to ensure that it is compatible with required hydraulic capacity for flow through the channel.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	US Army Corps of Engineers, LA County, LACFD
Same as above	WR-4: The U. S. Army Corps of Engineers requires that any permanent structures placed within the Sepulveda Flood Control Basin be floodable. Site-specific design accommodations and drainage facilities will be required, including at the Balboa Boulevard and Woodley Avenue stations. Appropriate specifications will be incorporated into the Design/Build bid package to require coordination with the U.S. Army Corps.	Design/Build Contractor	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	US Army Corps of Engineers, LACFD

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Operational Impacts – Safety and Security							
May result in an extremely small increase in crime, remain unchanged, or be reduced as a result of added surveillance, monitoring equipment, or communications devices. Security against crimes would be maintained through existing law enforcement practices and passive measures.	S&S-1: Although mitigation measures for the BRT are not required to reduce adverse impacts under NEPA (significant impacts under CEQA), the following are proposed as enhancements that would further improve MTA safety and security: • Bus stop platforms and surrounding areas will be designed to minimize conflicts involving buses, auto traffic, and pedestrian traffic at intersections. Lighting, landscaping, and walkways will be provided for pedestrians. • Stations will provide lighting, cover, and an open design conducive to surveillance by security personnel. Additional station safety measures may include bike lockers, emergency telephones, public announcement (PA) systems, LAPD patrols, and bus driver/dispatch communication. • Communication systems will include an emergency radio on the buses to ensure quick response to incidents. • Transit police will be assigned routine patrol routes along or in proximity of the busway. • Crossing protection devices including signs and road striping at intersections will be provided. • Los Angeles Department of Transportation (LADOT) standards for bicycle and pedestrian safety will be implemented.	Design/Build Contractor and MTA	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	LADOT, LAPD
Operational Impacts – Other Impact Considerations							
May result in short-term indirect noise and vibration effects associated with construction activities.	By adhering to preferred haul route plans and construction contract specifications, indirect impacts to sensitive receptors would be reduced to below significant. (See T&P-C3 and N&V-C1 through N&V-C3.)	T&P-C3 and N&V-C1 through N&V-C3	T&P-C3 and N&V-C1 through N&V-C3	T&P-C3 and N&V-C1 through N&V-C3	T&P-C3 and N&V-C1 through N&V-C3	T&P-C3 and N&V-C1 through N&V-C3	T&P-C3 and N&V-C1 through N&V-C3
May result in indirect biological effects from pollutants entering the Los Angeles River.	See Biological Resources Operational Impacts mitigation measures above (BIO-1).	BIO-1	BIO-1	BIO-1	BIO-1	BIO-1	BIO-1

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Construction Impacts - Transportation and Parking							
Temporary traffic disruption and congestion at varying locations in the construction area. Temporary lane and street closures. Some loss of on-street parking.	T&P-C1: Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, will be formulated in cooperation with the City of Los Angeles and other affected jurisdictions (County, State). The WTCPs would be based on lane requirements and other special requirements defined by the Los Angeles City Department of Transportation (LADOT) for construction within the city and from other appropriate agencies for construction in those jurisdictions. LADOT will provide the contractor with the latest copy of the *Requirements of the Contractor* and *Signs and Legends*, to be incorporated into the Worksite Traffic Control Plans (WTCPs). The excavation, grading construction, and re-paving of arterial streets crossing the BRT alignment will be phased so that the capacity of these streets is not reduced unnecessarily. During construction, contractors will be required to follow the WTCP for each site as approved by LADOT. LADOT traffic control officers will be utilized as part of the WTCP at intersections affected by lengthy construction. Contractor-proposed variations to the WTCP will be subject to approval by LADOT.	Design/Build Contractor prepares for LADOT approval	Construction	Review of Plans and Inspection	As required during implementation and at change-over during phases.	MTA / LADOT	LADOT
	T&P-C2: Unless determined to be impracticable, no designated major or secondary highway will be closed to vehicular or pedestrian traffic except at night or on weekends. No collector or local street or alley will be completely closed, allowing continued local vehicular or pedestrian access to residences, businesses and other establishments. Comprehensive bus rerouting and detour plans will be adopted, if necessary.	MTA and Design/Build Contractor	Construction	Review Design/Build Plans Review Bus Re-routing and Detours	At Design/Build Submittal Milestones	MTA	LADOT

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Cont.	T&P-C3: The MTA and the Design/Build contractor will develop preferred haul route plans for the removal of excavated material. The haul route plans shall prohibit the use of local residential streets, and avoid utilizing streets on which schools are located. If it is necessary for a potential haul route to pass a school, trucks shall be prohibited from hauling past the school during normal school hours. The truck haul route plan will distribute the trucks over more than one arterial street route to/from the freeways, but avoid the use of any local residential streets. Hauling operations may occur over more than one shift (not concentrated in an 8-hour period). Haul routes will be developed in consultation with and must be approved by the Los Angeles Department of Transportation and the Bureaus of Engineering and Street Services.	MTA and Design/Build Contractor	Construction	Review Haul Route Plans	Review Prior to Use of Haul Route	LADOT	LADOT and Bureau of Engin. And Street Service
	T&P-C4: The MTA will coordinate with other major construction projects within a 1-mile radius of the construction site to avoid, to the maximum extent practicable, overlapping haul routes with other public or private construction projects.	Design/Build Contractor and LADOT	Design/Build	Review and Enforce Haul Route Plans	As needed, prior to use of haul route.	MTA	LADOT
	T&P-C5: Prior to initiating construction ~~on~~ of each station, the MTA will develop and adopt a site-specific parking plan that identifies construction worker parking restrictions and replacement parking for any substantial quantity of on-street parking lost during construction, subject to consultation with LADOT.	Design/Build Contractor	Design/Build	Review and Improve Parking Plans	Before Construction	MTA	LADOT
	T&P-C6: The City of Los Angeles will indicate the latest versions of *Requirements of the Contractor* and *Signs and Legends*, which will be incorporated into the construction contract and used in developing all work site "traffic control plans."	Design/Build Contractor and MTA	Design/Build	Review Design/Build Drawings	At Design/Build Submittal Milestones	MTA	LADOT

MITIGATION MONITORING PLAN – CONSTRUCTION IMPACTS

	Mitigation Plan			Monitoring and Reporting Plan			
Impact	**Mitigation**	**Responsible Party**	**Implement-ation Phase**	**Monitoring Activity**	**Monitoring Period & Frequency**	**Respons-ible Party**	**Outside Agency**
Construction Impacts - Acquisitions and Displacements							
Limited number of temporary construction easements may be required, exact number depending upon final engineering.	The following mitigation measure is proposed if any of the easements require any property acquisition and displacements. A&D-C1: The potential effects of property acquisitions and the displacement of persons and businesses will be substantially alleviated through compliance with applicable federal and state laws governing relocation assistance and property acquisition procedures, including the *Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970* (Uniform Act), as amended, and the *California Relocation Act* (California Act). Please refer to Section 4-2 of the FEIR for more detailed information regarding both the Uniform Act and the California Act. Construction-related displacements associated with existing MTA lease agreements may be entitled to relocation assistance. The qualification for assistance is subject to the eligibility requirements of the acts and is dependent upon the specific lease agreement. In many instances, the agreement with the MTA contains a provision wherein the tenant acknowledges that he is not entitled to relocation benefits if the lease is terminated. Many of the businesses, residences, and nonprofit organizations displaced by temporary construction acquisitions of private property may be eligible for relocation assistance under both the Uniform Act and California Act. (See A&D-1.)	A&D-1	A&D-1	A&D-1	A&D-1	A&D-1	A&D-1

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Construction Impacts - Community Facilities and Services							
Would result in temporary impairment of access to some community facilities due to street or lane closures.	CF-C1: To reduce the potential for restricting access to community facilities and services during construction of the proposed alternatives or alignments, the MTA and the construction contractor will adhere to local and state ordinances for areas under construction, and conduct construction under an approved traffic management plan (worksite traffic control plan, and traffic and circulation plans).	Design/Build Contractor	Construction	Review Worksite Traffic Control Plans.	As needed	MTA	LADOT
Emergency response times may be adversely affected by some street and lane closures.	CF-C2: Coordination will be conducted with City of Los Angeles Fire and Police Department personnel to provide adequate advance notice of construction activities and identify, as necessary, any special arrangements that may be needed to facilitate the delivery of emergency services.	Design/Build Contractor	Construction	Review construction plans with LAPD, LAFD and local hospitals	As needed	MTA	LAPD, LAFD
Temporary, localized, intermittent impact to schools and libraries, religious institutions, and health care facilities from changes in air quality or noise associated with construction activities.	Adherence to local standards and ordinances regarding noise and air quality.	Design/Build Contractor	Design/Build and Construction	Review Dust Control Plans, Noise Control Plans and Noise Monitoring Plans, and Monitor During Construction	Review plans at Design/Build Submittal Milestones Monitor Construction Weekly to Monthly	MTA	LAPD, SCAQMD
Student safety could be affected by hazards associated with construction sites. Standard construction practices would minimize this impact.	CF-C3: School officials will be consulted regarding the construction process in order to develop the least intrusive construction process feasible.	MTA and Design/Build Contractor	Construction	Consultation with school officials	Establish monthly meetings with LAUSD officials.	MTA	LAUSD, LADOT
	CF-C4: School officials will be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses;	MTA and Design/Build Contractor	Construction	Consultation with school officials	Establish monthly meetings with LAUSD officials.	MTA	LAUSD, LADOT
	CF-C5: Crossing guards or flag men will be provided at active construction sites in proximity to schools and where school pedestrian routes cross construction areas.	MTA and Design/Build Contractor	Construction	Consultation with school officials	Establish monthly meetings with LAUSD officials.	MTA	LAUSD, LADOT
	CF-C6: Construction scheduling and haul routes will be sequenced, to the extent practicable, to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals of the school day.	MTA and Design/Build Contractor	Construction	Consultation with school officials	Establish monthly meetings with LAUSD officials.	MTA	LAUSD, LADOT

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Construction Impacts - Air Quality							
Temporary increases in emissions and localized concentrations, at varying locations.	AQ-C1: Low sulfur fuel shall be used for construction equipment. Consistent with the CARB's diesel-fuel regulations (Title 13, California Code of Regulations, Section 2281 and 2282), the fuel's sulfur content shall be less than 0.05 percent. Construction contracts shall explicitly stipulate that all diesel powered equipment shall be properly tuned and maintained.	Design/Build Contractor	Construction	Review Design/Build contract terms	Once, prior to execution of contract.	MTA	SCAQMD
	AQ-C2: Haul truck staging areas shall be approved by the City of Los Angeles Department of Transportation. Haul trucks shall be staged in non-residential areas away from school buildings and playgrounds. (See T&P-C3.)	T&P-C3	T&P-C3	T&P-C3	T&P-C3	T&P-C3	T&P-C3
	AQ-C3: Site wetting shall occur often enough to maintain a ten percent surface soil moisture content during construction, particularly during any site grading or excavation activity. Additionally, watering shall occur often enough such that visible emissions would not extend to more than 100 feet beyond the active construction area. All unpaved parking or staging areas shall be watered as required by Rule 403. All on-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice per hour of operation or as required by Rule 403.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD
	AQ-C4: All trucks hauling dirt, sand, soil, or other loose substances and building materials shall be covered, and shall maintain a minimum freeboard of two feet between the top of the load and the top of the truck bed sides.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD
	AQ-C5: Within thirty minutes of visible dirt deposition (tracked-out debris), street sweeping equipment shall be used at all site access points and all adjacent streets used by haul trucks or vehicles that have been in the construction area.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD

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	AQ-C6: A fugitive dust control program consistent with the provisions of SCAQMD Rule 403 shall be maintained during construction, particularly construction that involves grading and earthmoving activities.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD
	AQ-C7: Construction activities on any unpaved surfaces shall be suspended during first and second stage smog alerts, and during high winds, i.e., greater than 25 miles per hour.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD
	AQ-C8: Water shall be applied to all disturbed surface areas on the last day of active operations prior to a weekend, holiday, or any other period when construction operations will not occur for more than four consecutive days. The water shall be treated with a mixture of chemical stabilizer diluted to no less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD
	AQ-C9: Chemical stabilizers shall be applied to all disturbed surface areas within five working days of grading completion.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD
	AQ-C10: Water shall be applied to all unpaved roads at least once every 2 hours of construction operation.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD
	AQ-C11: Vehicular speeds on unpaved roads shall be restricted to 15 miles per hour.	Design/Build Contractor	Construction	Review Dust Control Plans and Monitor During Construction	Review Before Construction Monitor Construction Weekly to Monthly	MTA	SCAQMD

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Construction Impacts - Noise and Vibration							
Noise exceeding annoyance levels at locations nearby to construction activities.	N&V-C1: Two of the primary steps in controlling the noise impacts from construction are: (1) requirements for specific noise mitigation measures, such as sound walls around construction sites, in the contract documents, and (2) residential property line noise limits in the construction specifications that the contractor cannot exceed. One or more of the following approaches will be used as necessary to ensure that construction is performed in compliance with property line noise limits: • Perform noise monitoring (by MTA or its contractors). Regular noise monitoring should be done in areas where it is expected that the contractor will have trouble meeting the property line noise limits. The contractor can perform this type of monitoring, although communities may put more credence in monitoring performed by, or under the direction of, the MTA. The monitoring can be weekly spot checks supplemented with monitoring to respond to complaints. Continuous monitoring using automated, unattended monitors is sometimes justified in particularly sensitive areas. • Require contractors to prepare noise control plans. The goal of the noise control plan is to ensure that contractors consider community noise when designing construction sites, selecting construction procedures and equipment, and determining work schedules.	Design/Build Contractor Contractor to take Noise Measurements under supervision of Acoustical Engineer.	Construction	Review Design/Build Submittals including noise measurements and noise control plans. Take noise measurements to check contractor readings.	At Design/Build Submittal Milestones Take noise measurements weekly to monthly, to verify contractors readings.	MTA	LAPD
	• Limit noisy construction activities, particularly during nighttime hours. Example restrictions are: requiring pre-drilled piles, limiting pile driving to mid-day hours, limiting the use of jackhammers and other pneumatic and impact devices, and restricting construction in residential areas to daytime hours. • Require contractors to have temporary barriers or sound blankets readily available stockpiled that can be used at the Resident Engineer's discretion to immediately address any noise complaints or noise limit violations. An effective temporary barrier can be constructed of plywood at least one inch thick, appropriately placed and extending to a height sufficient to break the lines of sight between the noise source and receptor.	Design/Build Contractor	Construction	Review and approve submitted Noise and Vibration Control Plan and noise measurements Verify stockpile quantity	Take noise measurements weekly and upon complaints. Verify stockpile at readiness review for major construction setup phases.	MTA	LAPD

MITIGATION MONITORING PLAN – CONSTRUCTION IMPACTS

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	N&V-C2: General procedures that the contractor will be required to employ to minimize noise impacts are: • Perform all construction in a manner to minimize noise. The contractor will be required to select construction processes and techniques that create the lowest practicable noise levels. Examples are using predrilled piles in place of pile driving, mixing concrete off site instead of on site, and using hydraulic tools instead of pneumatic tools. • Use equipment with effective mufflers. Diesel engines are often the major source of noise on construction sites. All equipment will be required to have the most effective commercially available mufflers installed. • Minimize the use of backup alarms. Because of the particularly intrusive nature of backup alarms, they are often the primary source of complaints about construction noise even though they are not the loudest noise. Approaches that will be used, as appropriate, to reducing annoyance caused by backup alarms are: lay out construction sites to minimize the need for backup alarms (if permitted by safety regulatory agencies); use strobe lights in place of backup alarms at night (subject to OSHA approval); use flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting, ambient-controlled backup alarms. Ambient-controlled backup alarms adjust the alarm loudness up and down depending on ambient noise. The safety implications of any procedure for reducing backup alarm noise must be carefully reviewed before the procedure is implemented. • Select haul routes and schedules that minimize intrusion to residential areas. (See T&P-C3.) • Lay out construction sites such that the noisiest activities are as separate as possible from noise sensitive receptors. Sometimes it is even possible to gain acoustical benefits by locating temporary construction offices or other barriers between construction activities and residential areas. There are even examples of locating material storage piles so they act as sound barriers.	Design/Build Contractor	Construction	Review and approve submitted Noise and Vibration Control Plan and noise measurements of contractor.	Take noise measurements weekly and upon complaints. Review Plans Prior to Construction	MTA	LAPD

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Potential for localized vibration exceeding annoyance levels.	N&V-C3: Impacts from construction vibration will be controlled by: (1) including specific vibration limits in contract documents, (2) limiting where and when high vibration activities such as pile driving can take place, and (3) requiring vibration monitoring for any construction process that could cause intrusive or damaging vibration.	Design/Build Contractor	Construction	Review and Approval of Noise and Vibration Control Plan	Prior to Beginning Construction.	MTA	LAPD
Construction Impacts - Geotechnical Considerations							
Potential to encounter subsurface hazardous materials and on-site usage during construction.	GEO-C1: Federal and state regulations require that certain levels of soil or groundwater contamination be remediated prior to or during construction of the project. Cleanup activities will be conducted in accordance with all applicable regulations and guidelines governing the removal and disposal of hazardous materials. The application of standard construction practices would result in no significant impact under CEQA from exposure to hazardous materials. These practices include: • exploration for hazardous materials in the soil; • monitoring for hazardous materials during construction; • excavation, segregation, and remediation of hazardous materials; • use of drip pans under heavy equipment to minimize leakage of fluids into the soil; • storage of chemicals in compliance with local hazardous and flammable material storage regulations; and • hazardous materials training for employees.	Design/Build Contractor	Construction	Review Submittals required for Contaminated or Hazardous Materials	Prior to Construction	MTA	CUPA, RWQCB, DTSC
Construction Impacts - Biological Resources							
Potential for removal of trees containing nesting birds, subject to Migratory Bird Treaty Act requirements.	BIO-C1: The MTA will retain the services of a qualified ornithologist to provide guidance with regard to preconstruction procedures and practices including the removal of trees outside the nesting season to be carried out consistent with the Migratory Bird Treaty Act, and to conduct a survey of the construction zone, if construction activities (grubbing, grading, tree trimming or removal) are to occur during the breeding season for native birds (approximately March 1 through July 31). The timing of the ornithological survey will be coordinated with the scheduling of construction activities such that both avoidance of occupied nests and a straightforward construction process can be maintained.	Design/Build Contractor	Construction	Review Survey	Before Construction	MTA	US Fish and Wildlife Service, CDFG

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Cont.	If the ornithologist detects occupied nests of native birds within the construction zone, the MTA will conspicuously flag off the area(s) supporting bird nests, providing a minimum buffer of at least 100 feet between the nest and limits of construction. The construction crew will be instructed to avoid any activities in this zone until the bird nest(s) is/are no longer occupied, per a subsequent survey by the qualified ornithologist. Alternatively, the MTA will consult as appropriate with the United States Fish and Wildlife Service (USFWS) to discuss the potential loss of nests of native birds covered by the MBTA to obtain, if necessary per the USFWS, a permit authorizing activities that may otherwise result in MBTA violations.						
Potential for construction runoff to enter subsurface waters having downstream biological value.	BIO-C2: The MTA will comply with Section 404 of the Clean Water Act and Section 1600 of the California Fish and Game Code to ensure that construction of corridor crossings over the Los Angeles River and other drainages do not violate these laws.	Design/Build Contractor	Construction	Review SWPPP	Before start of construction	MTA	RWQCB
Construction Impacts - Water Resources							
Potential for runoff containing construction contaminants into surface waters.	WR-C1: Construction will be conducted to comply with building codes, permit conditions, and other regulatory requirements to ensure that discharge of surface water runoff from construction sites will not result in increased erosion or siltation discharge to existing drainage facilities and would mitigate impacts to surface waters.	Design/Build Contractor	Construction	Review Stormwater Pollution Prevention Plan (SWPPP)	Before construction and before start of each rainy season.	MTA	RWQCB
	WR-C2: In compliance with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, implementation of pollution control methods associated with construction activities will be required. As a component of the General Construction Permit, a Storm Water Pollution Prevention Plan (SWPPP) will specifically identify best management practices to mitigate water quality impacts on receiving waters due to surface water runoff from the project site. These practices may include the placement of sandbags around basins, construction of a berm to keep runoff from flowing into the construction site, and covering or stabilizing topsoil stockpiles. Construction industry standard storm water best management practices can be found in the *State of California Storm Water Best Management Practice Handbook, Construction Activity*	Design/Build Contractor	Construction	Review SWPPP	Before construction and before the start of each rainy season.	MTA	RWQCB

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Construction Impacts – Safety and Security							
Construction site fencing, specifications and construction crew training will avoid creating unsafe construction sites or an "attractive nuisance" and impacts would not be significant or adverse	S&S-C1: To further minimize impacts to schools, students, and active pedestrian communities, the following will be implemented as feasible: • Emergency services providers and school officials will be consulted regarding the construction process to reduce the intrusiveness of the construction process and provide for continuing two-way communication throughout the construction period; • School officials will be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses; • Flag men will be provided during intersection modifications in active pedestrian communities. Crossing guards or flag men will also be provided at construction sites in proximity to schools and where school pedestrian routes cross construction areas. • Construction scheduling and haul routes will be sequenced to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals of the school day.	Design/Build Contractor	Construction	Consultation with School Officials	Monthly Meetings with LAUSD Officials	MTA	LAUSD
Construction Impacts - Cultural Resources							
Potential for encountering archaeological remains.	CR-C1: If buried cultural remains are encountered during construction activities, the activities will cease until a qualified archaeologist has evaluated the significance of the site and made a determination of eligibility for listing in the National Register.	MTA and Design/Build Contractor	Construction	If cultural remains are encountered, Design/Build Contractor to cease activities in the immediate area and MTA will implement appropriate treatment plan.	During construction, as needed	MTA	SHPO

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Construction Impacts - Cultural Resources							
	CR-C2: If human remains are exposed during construction, pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.	MTA and Design/Build Contractor	Construction	Design/Build Contractor to cease activities in the immediate area.	During construction, as needed	MTA	County Coroner